

An aerial photograph of Los Angeles, California, showing a dense urban landscape with numerous skyscrapers and buildings. The city is viewed from a high angle, looking down on the streets and structures. The image is in black and white, with a red overlay in the top right corner containing the title and date.

The *International* **Teamster**

JULY 1952

A red speech bubble with a white arrow pointing from the left towards the center of the city. The arrow is white with a black outline and has a feathered tail. The speech bubble is red with a white outline and contains text about the 16th Convention of the International Brotherhood of Teamsters.

16th Convention

International Brotherhood of Teamsters
Los Angeles, Calif.— October 13, 1952

The International Teamster



DANIEL J. TOBIN • Editor

Vol. 49

JULY, 1952

No. 7

CONTENTS

Timely Remarks by Daniel J. Tobin.....	2
President Tobin Honored on Golden Jubilee.....	10
General Executive Board Meets.....	13
Immigration Problem in Canada.....	15
Editorials	16
Open Letter of Thanks.....	18
Maryland Road Test.....	19
AFL Union Industries Show.....	22
American Drivers Teach Koreans Tricks of Trade.....	24
Official Convention Call.....	27
Short Hauls.....	29
New Products.....	31
Relax With Us.....	32



Convention Call

The official Convention Call appears on page 27 of this issue. The call has gone to the officers of all affiliated local unions together with credentials to which these locals are entitled. General Secretary-Treasurer John F. English has given instructions on proper preparation of delegates' credentials.

The importance of the convention has been indicated in speeches and writings of General President Daniel J. Tobin and other international officers. The Teamsters' Union has made substantial progress in organization and in winning advances for its members since the last convention. But progress comes through careful planning and resolute action. No union can afford to rest on its past achievements.

Selection of able delegates to represent the locals is a grave responsibility which all locals should discharge with appropriate regard for its importance.

GENERAL EXECUTIVE BOARD

DANIEL J. TOBIN

General President

222 E. Michigan St., Indianapolis, Ind.

JOHN F. ENGLISH

General Secretary-Treasurer

222 E. Michigan St., Indianapolis, Ind.

D. J. MURPHY

First Vice-President

4111 Forest Park Blvd., St. Louis, Mo.

JOHN J. CONLIN

Second Vice-President

69 Jefferson St., Hoboken, N. J.

DAVE BECK

Third Vice-President

552 Denny Way, Seattle, Wash.

EDWARD CRUMBOCK

Fourth Vice-President

105 Spring Garden St., Philadelphia, Pa.

SIDNEY L. BRENNAN

Fifth Vice-President

706 First Ave., N., Minneapolis, Minn.

JOHN T. O'BRIEN

Sixth Vice-President

4217 S. Halsted St., Chicago, Ill.

FRANK BREWSTER

Seventh Vice-President

Seattle, Wash.

THOMAS L. HICKEY

Eighth Vice-President

325 Spring St., New York, N. Y.

WILLIAM A. LEE

Ninth Vice-President

133 S. Ashland Blvd., Chicago, Ill.

TRUSTEES

JAMES R. HOFFA

2741 Trumbul Ave., Detroit, Mich.

JOHN ROHRICH

2070 E. 22nd St., Cleveland, Ohio

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.
222 E. Michigan Street
Indianapolis, Ind.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
(All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C. by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



Timely Remarks

by DANIEL J. TOBIN

Understanding Is Needed

In early days it was quite difficult for me to make my own people understand that there are two sides to every question. Of course, in those days of horses and wagons, most of the employers were poor and hardly making expenses and most of them had graduated from being drivers themselves but, as time went on, we made slight progress.

My toughest job was to educate the employers that there was no money in strikes for either side and that the only way to solve the question was to try to reach some kind of answer among ourselves. I had suffered and endured the punishment and the poverty of strikes. I first went on strike while driving a packing house truck in Boston with sometimes two, three or, in bad weather, even four horses, for ten or eleven dollars a week. Finally we got up to twelve dollars for six days of twelve hours a day.

The toughest and most uncalled-for strike that I was forced to participate in came when we were striking for one dollar a week more and a ten-hour day, away back early in 1907. I was then Business Agent of the Truck Drivers in Boston and had been for several years, and I was chosen as the spokesman for the strikers. The pity of it was we had to strike some of the best friends I had in the business, such as Aubrey Hilliard, who very clearly explained to me that he would have been tickled to death to pay the extra dollar, because he had good men, but he could not afford to pay it!

In that strike the United Employers' Association of New England promised to back up the rebellious team owners against whom the strike was called. They brought in strike breakers from New York and Philadelphia, the lowest rats the human family could produce. Most of them were ex-criminals.

There was no law then against bringing strike breakers across the state line. As a result of that strike there was an anti-strike breaking law passed, which prevented strike breakers being brought across state lines. With passage of that law, the great strike-breaking industry—and there were about fifty rich, brutal institutions such as Wardell and Mahon and other similar outfits—was put out of business.

So you see no strike is ever lost. Our men may have been forced through starvation into submission, but the result of that strike created such a condition that for twenty-five years afterwards we did not have a strike in the trucking industry of New England. This same story could apply to other sections of the country, such as Seattle. From the strike of 1913 by the truck drivers in Seattle, then the only labor organization up there, the employers learned a lesson that still lives with them and for many years we have had no strikes, to amount to anything, anywhere west of the Rocky Mountains, outside of perhaps one tie-up we had some years ago in Denver, Colo. But even then, the employers and business interests of Colorado learned a lesson that has been helpful to us and to them as a result of the strike there many, many years ago.

I know while we have sometimes been forced back after long weeks of striking and hunger and suffering and unjust court prosecutions of our members and of our unions through injunctions, my belief and my theory is that no strike is ever lost fundamentally.

I very well know that there are strikes that could be and should be prevented. We are gaining along that line every day. It is a safe estimate to say that there are over fifteen million men and women organized today in the several organizations of labor which have bettered their working conditions and their wages. It would take a book to even faintly describe the freedoms and the betterment workers have obtained through their organizations. Not only this, but the unorganized workers, millions of them, who have never belonged to a union, have had advancements, vacations and betterment all around as a result of the battles and the struggles and the victories of the trade union movement. Today an employer says about his employees: "I had better give them something or they will organize."

The point I am trying to make is this. For every struggle that labor has made there has been a victory, either openly or disguised. Strikes are bad, and they should be avoided, and they will be avoided

as time goes on because the captains of industry and the labor movement fully understand that there is no question so great that it can't be solved either by conference or by honest arbitration. I believe that even the wars we have engaged in, excepting the War of the Revolution, could have been avoided.

There is no sense whatever to the war now in Korea, but the Communists butted in there, as they are doing elsewhere, and as they will continue to do for some time, and they had to be stopped.

The Communists' greatest argument is, "we must destroy capitalism." Now I am one of those labor men who believes in honest capitalism. Those men who as pioneers in the business world of our country have been successful in creating large corporations, which live within the law, deserve credit. I am not as much in love now as I was maybe thirty years ago with government ownership. You wonder why I have changed somewhat? Simply because the government is run by politicians who do all the fanagling around, and the question of merit, ability or safety for a big business institution in the hands of the government is not, at this writing at least, the best condition for the American people. The U. S. Government is a cheap employer. See what they are doing to the letter carriers.

This condition, of course, may change as time goes on. Some of my critics point out to me how the Government of England is running, successfully, large business institutions, such as the railroads. I point out that the Government of England is not running those institutions successfully and that the workers are in danger and the best proof of that is that the workers in England today, although fully organized, have less to eat than before. Under governmental fear and control, the English workers don't know where they are going from here! I mean the people and the workers of England, but England is not the United States. England is a small, little island and England has lost all of its vast possessions or almost lost them, such countries as Australia, South Africa, Canada, India. Those countries pay no tribute to England at the present time. They are friendly but are keeping their own money for their people and not paying out that money to sustain the little island of Great Britain.

Of course, it looks like we are on top of the world now insofar as labor is concerned in the United States, but that is somewhat of a dream. The message I am trying to point out is—Don't let us get

drunk with our power, because I have seen that power tumble before in several depressions, and history has a habit of repeating itself.

As a matter of fact, at the present time, there is considerable unemployment. Not so much in our trucking business, but enough to be noticed. The building trades industry—I am a member of the Executive Council of the National Building Trades Department and I know what is going on—is harassed by unemployment. The railroad organizations have people out of work. Where will we go from here? What will happen if there should be any kind of settlement in Korea? About 60 cents of every dollar paid now in taxes is going for defense purposes in its many forms. That includes support of over three million men and women in uniforms, for the building of our vast air planes and for the innumerable branches which we must continue and maintain because if we weaken, as we have once or twice before in our history, if we let up, you can rest assured that the serpentine eyes of the Russian Communists are waiting for that day to seize their advantage.

The picture ahead at this time is slightly brighter than it was a year or two ago but not much so. It is fundamentally discouraging but we must keep on; we must be ever watchful; we must be ever on the alert. I am not worrying so much about myself. I will find a bone to pick for the few years that are left me or that are left all men and women who are over fifty but I just can't help sometimes thinking about what is going to happen to the next and the next generations. A wise, sound, sober thinker should not worry perhaps over what is going to happen when he is called away, as we all will be. But who can think of the struggles we have gone through and the work that has been accomplished without thinking of the future?

We, the American people, the product of all the best people in the world, will muddle through somehow and I am sure we will come out of this awful world mess as we have in all the great crises that have confronted the American people since the days of Washington.

Disturbing Situation

There is a strange feeling in the atmosphere in Washington. It's kind of a mysterious, difficult-to-understand attitude on the part of our government officials there.

This International Union, at its last Convention, ordered the building of General National

Headquarters in the City of Washington. We have set aside the money and we have purchased and paid for the land on which to erect our building. But, it doesn't look to me as if we will be able to erect any headquarters for some years to come. There is still a shortage of building materials, especially steel, and although we have sufficient influence to obtain those materials, we are asking no special privileges and no personal favors of those who are in power. It has been my hope and my desire for many years past to have the International Union, with all of its complex problems, located in Washington, the seat of our government.

We come under the Interstate Commerce Commission. We have almost 300,000 of our membership engaged in interstate commerce traffic and that number is increasing every month. In addition, it has been insinuated that milk or other dairy products which the milk drivers handle, including cheese, coming into Chicago from Wisconsin or Indiana, place the milk drivers, the dairy workers and several other apparently localized unions of ours under the category of interstate workers, if the tops want to order it thus.

The seriousness of this may be understood by you if you will try to understand that, should we become engaged in a strike or a struggle for better working conditions, the local governments could very easily call on the federal government to take over on the grounds that we were engaged in interstate commerce, and while I am not opposed to our government taking over when the country is in danger by war, I don't like government controls over industry. You can't strike against the government and if any labor organization is without the right to quit work, or to cease employment in order to better its conditions when it has been unfairly treated by employers, then that organization is half strangled before it starts. You tie a man or woman to their posts of employment, make them work against their wills and you can figure out for yourself that that is mild, legalized slavery. The war between the North and the South was brought about because it was the desire of the liberals of that day, headed by Lincoln, to free men from compulsory labor. Of course, the black race at that time was considered just chattel—the next thing to animals—to be employed under the lash, to make money for cruel employers. Now, the courts which are part of our government, force us to work through injunctions, and labor is strapped to the mast against its will, and if you don't interpret that to mean

that it is compulsory labor, forced labor bordering on slave labor, then I don't believe you have fully analyzed the situation. Every large body of organized workers today can be forced to work by the government—yes, at the point of a gun, if necessary, if the government decides to take over. I repeat—that if the government decides to take over, then the government does take over, and you may be, you can be, forced to work whether you like it or not.

That is what we are coming to. Thirty years ago, when labor was weak and practically unorganized, with one-third of the membership that it has now, if such proceeding was attempted, there would be throughout the length and the breadth of our nation, a protest which the top men in government could not fail to recognize. In 1909 and 1910 and some years afterwards, when the Buck Stove and Range Company of St. Louis, backed up the Manufacturers' Association of which D. M. Parry of Indianapolis was President, had a serious strike which was backed up and financed by the National Employers' and the National Manufacturers' Associations, even that struggle in which injunctions were granted failed because of the protest of the masses of people, led by the organized workers of that day. In recent years, little by little, inch by inch, the serpent of injustice, as represented by the Employers' Association, has been creeping into the legislative chambers in Washington, and through the expenditure of large sums of money through their lobbies, entertainment, such as of Senators etc., they are gaining inch by inch and day by day, and the voice of labor seemingly gets nowhere before those so-called Democratic, liberty-loving institutions of government. But, like all the other persecutions of the masses of the working people, they cannot crush labor and from all of this will undoubtedly come such a revolt as time goes on, that we will be in danger of electing radicals, who will become more radical after they get power and who may eventually control the law-making institutions of our country.

In reading some of the workings of Washington, I am just a little bit disturbed over the question of new taxation. They are very carefully working a program to tax labor unions or the funds and properties of National and International Unions and of Local Unions. They are trying to read into the law and are endeavoring to classify us, the working men and women of America, as big business institutions. Don't laugh this off. If I didn't have some informa-

tion of a sound source, I would not make the above statement. Labor organizations have been classified up to now, and should be in the future, as fraternal, social and to a great extent charitable organizations, because many Labor Unions have sick and death benefits, help the needy, and certainly after transacting their business at meetings, they are social, fun-making, liberty-loving people in every sense of the word. But the manufacturers' groups who entertain our law-makers and who send innumerable gifts to many of the ladies and gentlemen of Washington, are now directing their attention towards the funds of Labor Unions, which funds have been accumulated by the small contributions from the membership and which funds have been established as a defense fund to protect the men and women of labor who contributed their pennies in the days of trial and adversity, to build up a nest egg for the dark days coming.

The monies of International Unions or of the Local Unions do not belong to the officers. They belong to the rank and file of the membership, for the purpose above mentioned, to protect them against the storms of unemployment and disasters which they may have to face in the years to come. No International or Local officer can use any of this money except under the direction of the Constitutional Laws of the General Membership, which laws are made by referendum votes or by conventions. The General President of this organization could not change one word in the Constitution of this International Brotherhood even if he desired to do so, which he does not. No one can change those laws except by a two-thirds vote of a Convention, and in other organizations a question of an amendment to the Constitution, where they use the referendum, is settled with a majority of a two-thirds vote of the referendum of the general membership, to change those laws.

But, don't be seriously alarmed that they will gobble up the funds of the General Membership under the guise of taxation immediately. On the other hand, don't forget that they are talking about it and don't forget that they could put through such laws if they decide to do so in the present Congress. While such laws may be under consideration, if the legislative mob make up their minds to clean out your Local and National treasuries, I repeat, "they can do it." But, should such conditions come to pass, it will be the end of the so-called Democratic or Republican government, in both state and nation. Cruelties inflicted on the

people of Russia by the Czar and his representatives brought about the destruction of royalty and established communism. The same could be said about China. There were the lords and wealthy classes of China—and then the great multitudes of Chinese who were starving themselves to support the lords or the nobility and who are now in rebellion. Don't let us suffer that kind of a condition in our country.

But to get back to the subject with which we began this article, they are keeping the kettle steaming and they will bring that kettle to a boil before many years have passed, as they brought about the Taft-Hartley Law, which gives the government, on the least pretext or excuse, the power to take over private business institutions which were built up by honest capital, and by men whose brains had created those institutions during the years past. If they can do that, and get away with it, as they are now, there is no surety or safety against them taking over the organizations of the working people of America. But, then will come the deluge and the destruction, not physically but financially, of the stooges of those crooked business corporations which apparently seem to be gloating now over their victories in holding labor down through the Taft-Hartley Law.

Uncertainty Prevails

The conditions throughout the world have not been changed too much since our last issue. The uncertainty prevailing is just as bad and there seems to be no answer. I was reading a story in some magazine last month where it said that Mr. Stalin is suffering from serious heart trouble and that he has isolated himself somewhat in a private cottage in that part of Russia which is not extremely cold. I don't believe one-third of the stories I read about Stalin, because the iron curtain of silence and secrecy is part of the game the Russians play and they have succeeded in keeping everybody in doubt. This policy has never been preceded, as far as I know in all the past history of the civilized world, and I read a good deal of ancient history. I am not quite sure we can call the Russian Government quite civilized, because they have no respect for human life. To them there is no such thing as a Day of Reckoning. Stalin and all of his leaders believe absolutely that there is no after-existence; they also believe that when a human creature passes out of this world in death that that is the end of that

existence and only the things that he leaves behind in this world, the record that he makes or the evil that he has done will be remembered by future generations and by historians. Atheism is strongly entrenched in Russia under the Communistic Regime as is the power of the sword, military strength, destruction by atom bombs and all other inventions of recent scientists.

It seems to me, however, that the Russian leadership is not quite as threatening as it was two or three years ago. The longer they give us without forcing a war on the world, the better we will be prepared to meet that issue. Even though we had reached the highest point in the development of our defense forces, it would even then be the bloodiest war in history should it take place. The only advantage we have is that the longer war remains away from the world the better and stronger will be our power of defense. We in our country here and the countries of England and Central Europe will never bring about a war because at least we have reached the point where we fully understand that nothing comes out of war but misery, destruction of human life and destruction of the things that the human race has endeavored to create within the past centuries. I am of the opinion at this writing, and I hope I am right, that we are not as close to a conflict of world destruction as we were three or four years ago. No one in this world that has any sense of understanding wants a war outside of the Communists. If anything should happen to Stalin and if the information we receive, referred to above, is based on facts and Stalin was to pass out of the picture, then we may not have war, because there are three or four other Russian leaders who will be fighting for his job and who may split up the machinery created by Stalin and then Russia may become weakened. This is only the slightest, faintest glimpse of hope that I see on the horizon.

When Trotsky was killed in Mexico City, we thought that we could not be cursed with a more dangerous leader of the Russian people than Trotsky. Many Americans did not grieve for his death. I met Trotsky once or twice and he was a very brave, dangerous man, but he knew something about America. Before the Russian revolution he lived and worked a short time in New York. I think he was more admired by Lenin than was Stalin. He was a great danger in the mind of Stalin and his gang. Trotsky, knowing that Stalin wanted him out of the way, fled from Russia to England, from England to the United States, where he was

not allowed to remain, and on to Mexico City; and to show you how far-reaching the murderous Russian machinery of Stalin goes, it was especially designed and planned that Trotsky be put out of the way. As a result, he was murdered in his own rooms in Mexico City.

From then on Stalin and his murderous machine, which is now reaching into other countries, especially China, have been in the ascendency. No one knows today, as far as I can find out, the power and strength of Russian military system. It has been rumored and somewhat admitted by our State Department, or by the military and defense leaders in our country, that the Russian Government has at least five submarines of the latest model to every one submarine we have in our country. I think they are afraid of us only with regard to certain parts of our defense machinery; that is, our aerial power and our atom bomb. Their flying military machines are more numerous than ours, but they do not have the power and strength we have in atom bombs which they fear more than anything else; although, I don't know why they should fear the atom bomb in Russia. They could evacuate the three or four large cities they have; and because of the great expanse of their country, they could settle in close proximity to the cities they did evacuate, such as Moscow. It must never be forgotten that Hitler had driven the Russians about three hundred miles from their border to a position adjacent to Moscow; in their retreating movements the military system of Russia had been almost destroyed, but it did not weaken what they had left as they moved backward toward the interior of Russia. Since that time, however, they have built up a military machine and a defense system that perhaps today is the greatest in our modern world. But Germany under Hitler had the most powerful machinery of that time, but Hitler got drunk with power and he abused that military machinery and was finally defeated. The same thing happened to Bismarck in 1872; the same thing happened to Napoleon when he had practically conquered civilized Europe. There is such a condition which is explained in history, that when great nations or great men get so drunk with their power that they cannot believe they can be set back, then they are nearest to destruction.

Our one weak spot in dealing with Russia is that European nations that were once great military systems have been almost totally destroyed, from a defense standpoint. They are, however, coming

back, especially a certain part of Germany and for our own protection, no matter how we despise the foolish German leadership of the past which brought about two world wars, we must use every means in our power in the defense of our own civilization; and, therefore, we should encourage the Germans to rearm in their own defense and in the defense of Central Europe. Everything we can do to unify every nation and people against the Russians, should be done. Past history, broken promises of other governments, should be forgotten to the end that we form one strong, powerful force against the greatest enemy that has ever threatened civilization, Communism, led by Stalin and now strongly entrenched in China and other countries. That's the danger to our freedom and our way of life.

Invest Savings Wisely

I get a great many letters from my people advising me that they have a little money of their own and asking me for my advice as to how they should invest those savings of theirs.

I refuse to answer them or to give them any advice whatsoever because no one can tell what will happen next year or the year after and one can't judge by the conditions of today what may take place tomorrow, or next year. If the Asiatic war is settled (and I hope it is) my judgment is that the markets will go down throughout the nation and throughout the world. This is a strange and a rather risky statement to make. I could be wrong. As near as I can find out from reading the "Wall Street Journal" and the "Chicago Journal of Commerce" and other financial reports, about 60 cents out of every dollar we pay in taxes at the present time is going into some part of the defense work. Should any kind of a stabilized peace be established 40 per cent of this type of expenditure by our government will stop over night. As a matter of fact there is a substantial let up now in defense plants. We have a big institution here in Indianapolis controlled and owned by General Motors which was working night and day a year ago, including Sundays, at time and a half for the auto workers. Today they are working five days a week, no overtime and no Sunday work. Apparently the defense branch of our government has caught up, and is letting down gradually. I am happy at this change. I hate war, except in defense of our nation.

Of course, the safest thing to buy for one who

does not desire anything but a reasonable profit on their investment is U. S. government bonds. If you have a government bond, no matter what its denomination, you can take it down to the bank at the present time or any time and cash it in for the market value of that day. But people are not satisfied with two or two and a half per cent on an investment of one hundred dollars, they want more money on their investment. That's where the danger lies. I advise people to go in more for safety on investments than for large profits.

The International Union invests heavily in government bonds because this money does not belong to the officials of the International and their responsibility is to see that the money is invested safely for our large, International membership. We have a record in the International Office that no other union in America, as far as I can find out, can match. We have never lost a dollar of the International's money in investments, banks or bonds. Yes, it is true I lost some of my own money in the break in 1929. That was mine to invest as my judgment dictated but the money of the International Union is not mine; it is in my charge and keeping and the money in your local unions is in your charge and keeping and is not yours. You are the trusted custodians of that money and if you gamble or invest that money in something that pays you perhaps four or five per cent but which is unsound then you are wilfully guilty of misusing the trust placed in your hands by your membership. You are just the same as a banker with the deposits of the bank. A banker sometimes goes wrong by making bad or doubtful loans or investing the funds of the depositors wrongfully or doubtfully. The banks during the panic of 1932 and 1933 were closed by Roosevelt for a period of three days because the bankers went haywire.

Many years ago when Sam Insull of Chicago was on top of the world nearly all of our unions invested in Insull enterprises. Neither myself nor the International Union ever bought a dollar's worth of Insull investments. Our membership in Chicago were so thoroughly robbed by Insull's institutions that it was a crime that Insull and his gang were not sent to prison for life. Of course, I know Insull did escape from this country and lived in France and did not dare to come back home for quite a while. Finally, he was taken, returned and sent to prison but that did not bring back the money of the working people who had trusted their life savings to him and his associates.

Of course out of all that mess, in which the toilers of the nation lost their underwear and everything they had, came a law proposed by Roosevelt which now would make it impossible for that kind of a condition to prevail. There is now a close watch maintained and federal laws protecting the people against men like Insull, or crooked stock brokers.

Away back 30 years ago Tom Lawson of Boston wrote articles in a national monthly magazine called "Frenzied Finance." He got all the suckers of New England to buy what Lawson advocated. It was all a rotten, cheating scheme but out of that wildcat crooked scheme of Lawson's came laws preventing a repetition of that financial condition prevailing in those days.

I suppose in time another bunch of schemers will come along but the people now are protected, much more than they were 20 or 30 years ago.

My advice to my people is, don't go in for high profits. Buy something that you believe safe under present world conditions. Government bonds ought to be safe, at least while our present form of government is in existence. Yes, of course, a government bond before it matures can go up a half point or down a point and a half. I have seen government bonds that were bought at par, which is \$100 a bond, go down as low as \$82 between the period of purchasing and the period of redemption or maturity. I can't say that this can or will happen again but anything is possible. If you have \$1,000 worth of government bonds and in between the years of purchasing and redemption you may need the money and you are forced to sell, you may lose. I like to buy long term government bonds if I have \$500 or \$600 because I am always sure of the two or two and a half per cent interest and I know when they are due for redemption that I can get my money. As a man or woman grows older they should not in any way gamble. No one should gamble in investments in my judgment after they have gone beyond the age of 50. Then your job should be to take care of your dependents and take care of yourself in your declining years.

Of course, social insurance helps us somewhat now but social insurance and the amount it pays is not one third enough to live on unless you have something put away yourself to help you.

In the old days the highest ambition of our people and some of ourselves was to own a little home. We did that but even homes have become impossible and very expensive to maintain and to keep

in repair but today your own home is safer than an apartment or a rented house. You don't know how soon you can be ordered out of your apartment; you don't know when they may raise the rent. You don't know who your neighbor in the next apartment may be. Especially would it be dangerous if some criminal or drunken or immoral person were to live next to you. Apartments now are very expensive. As time goes on they will come down in rent but not very soon because we have almost three quarters of a million persons coming of age each year in our country in addition to the fact that life, longevity, old age, the death line, is moving upward. In other words, when people used to be through at 50 and considered old at 60, the average, healthy person can now easily look forward to the age of 70 or more because of the advancement in medical science and because of the education of the people to not wait until they are ready to die before they call in a doctor.

The message I am trying to send you is to be careful of investing your hard-saved dollars for high profits or in any fly-by-night gambling enterprises.

There is another side to this question. Suppose you bought a share of stock for \$100 or whatever price you paid for it. Six or eight or ten years ago the dollar was worth one hundred cents. That same dollar has now depreciated in value to 60 per cent of what it was when you bought the stock. This is due to what they call in the banking world, inflation. Well, we may be able to stabilize our money but I don't see that time coming for many years. I know inflation can destroy the purchasing power of your \$100 in a short period. We have inflation now but not nearly as bad as it has been in other countries. At one time I was in Paris and I bought a one million French franc note for five cents! The franc at one time was worth 14 cents, before the first World War and it depreciated down to be less than the price of the paper on which it was printed. That's inflation!

Let us hope and pray that it won't happen here! I don't believe it will. We are the money center of the world because we work and we save and we build but no man living today can tell what will happen in five or ten years from now, especially if the tide of Communism keeps coming to our shores, rolling in as it is now. There is little done to stop it except what is done by the labor movement. The churches of the nation give some help

but our government gives almost none. All of Europe and a great part of Asia and even South America is somewhat controlled by the awful spector of Communism! Don't tell me that it can't happen here! The history of the world shows that war, destruction, starvation, poverty can spread throughout our world of today as disease and the pestilence have more than once, yes, several times, destroyed other civilizations.

Get Acquainted in West

Delegates and visitors to our convention during October, in Los Angeles:

I want you to get acquainted with the West Coast and our representatives. You may never have a chance to get back there again. One of the oldest men in the service of the International Union I appointed as an Organizer many years ago is Bill Conboy of San Francisco. You will like Bill because he belongs to that type of human, lovable characters that make few enemies. In all my years, I have never met a man any more loyal or more wrapped up in his work in behalf of our International Union. Bill could retire now at a substantial retirement salary, but he wants to stay in harness, he wants to spend a few more years in the service of the Teamsters, to which he has given most of his life and I want and need him also, now as much as at any time—even during the stormy weather that we had in California more than once in the years past.

Get acquainted with Bill Conboy and don't pass up Joe Diviny, who is President of the Truck Drivers, Local Union No. 85. Joe knows his way around and in addition to being well posted in the affairs of our union in the State of California, he is a good entertainer. There will never be very many dull moments when you are spending an evening with either Bill Conboy or Joe Diviny. There

are many other wonderful, high-class fellows on the West Coast, but I can't help mentioning these two—I hope the ones I don't mention, that I know well and respect, will not be bitter toward me because I don't write about them.

To our Eastern and Middle Western people, I want to give this message. When I first went across the Rocky Mountains, I found a different type of man in our membership out there. I wondered why. Cool-headed, well-informed, slow spoken in many instances, but real, sincere, courageous men, and possessed of understanding matters in general in the labor movement. I was somewhat surprised and pleased. Very often, in the early days, they disagreed with me. That was their privilege. But, it was done in such a manner that you would have to be respectful of their opinions.

My analysis of why they are a little different from us in the East and Middle West is because they inherit that quality of fearlessness and determination and the power to endure and suffer and the quality of being able to look ahead and my final conclusion is that most of them inherit that from the pioneers. Their ancestors travelled across the desert, many of them dying in order to find the hidden land, the treasured shore, the gold of California, which most of them never found.

They had courage and loved adventure, besides the gift and desire of wanderers seeking a better land. And, are we all not wanderers, even though we never move. We wander on, seeking a better land here and hereafter.

When you go to the West, delegates, look up Bill Conboy and Joe Diviny and some of the other high class men that represent our organization in Northern California and in Southern California. We will miss the old pals we had there on our previous visits. Jack O'Connell, Jack McLaughlin and Mike Casey. But, we have now some fine fellows west of the Rocky Mountains—so get to know them.

THE LABOR MOVEMENT of America is founded on justice and if we stick together, work together as one solid unit, determined to fight for what is right, those who come after us will enjoy the blessings of freedom and justice.

DANIEL J. TOBIN,
General President.

This message which appeared on the front cover of THE INTERNATIONAL TEAMSTER, July, 1949, has been reprinted and circulated throughout the world as a concise declaration of faith for the American labor movement.

NEW ENGLAND COUNCIL OF TEAMSTERS HONORS

President Tobin on His Golden Jubilee

IN commemoration of his 50 years of service to the International Brotherhood of Teamsters, President Daniel J. Tobin was honored with a dinner sponsored by the New England Council of Teamsters in Boston May 22.

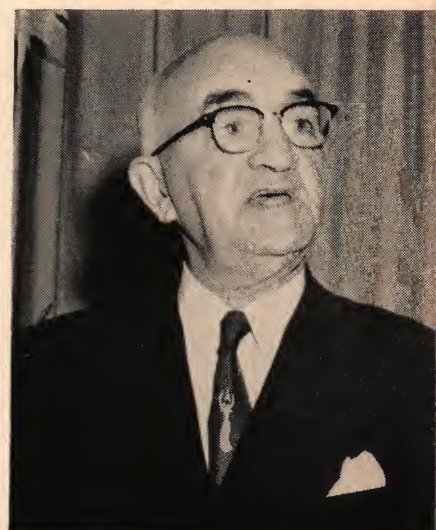
Top leaders of the labor movement joined with officials of the International in paying warm tribute to President Tobin, lauding him for his leadership which saw a growth from a small band of locals into the largest labor union in North America.

President Tobin, who joined Local No. 25 in 1902, was presented a gold membership card by Michael J. O'Donnell, secretary of the Local. Chester G. Fitzpatrick, member of Local No. 170, Worcester, Mass., served as chairman of the testimonial dinner, while Nicholas P. Morrissey, International Representative, acted as toastmaster and introduced the prominent guests.

First distinguished speaker of the evening was AFL President William Green. President Green called our International President "one of the



GUEST OF HONOR—General President Daniel J. Tobin recounts some of the experiences of 50 years in the Teamsters' Union at his golden jubilee dinner in Boston May 22 sponsored by the New England Council of Teamsters.



CAREER PRAISED—Associates of General President Daniel J. Tobin praised him at the golden jubilee dinner. AFL President William Green (left); AFL Secretary-Treasurer George Meany (center) and John F. English, general secretary-treasurer of the International Brotherhood of Teamsters (right).



PRESENTS GOLD CARD—Michael J. O'Donnell, member of Local No. 25, President Tobin's home union, presents general president gold membership card.



CONGRATULATIONS—Dave Beck (left), executive vice president of the Teamsters, congratulates President Tobin and recalls 27 years association with him.

DINNER GUESTS (lower right)—Among the close friends and associates of President Tobin at the golden jubilee dinner were (left to right) Frank Brewster, Seattle, Wash., and William Lee, Chicago, Ill., both Teamster vice presidents; William C. Doherty, Letter Carriers' president, William McFetridge, Building Service Employees' president, and James C. Petrillo, Musicians' president, all members of the AFL Executive Council.



TOASTMASTER—Nicholas P. Morrissey, general organizer of the Teamsters' Union was chairman of the golden jubilee dinner.



outstanding representatives of the American Federation of Labor and of organized labor in the United States."

"I speak out of the experience of the decades which we have enjoyed together," he said. He reminded his listeners that President Tobin "has helped to make the voice of the International Teamster a potent one in the United States."

"The history of the teamsters since Dan Tobin became their leader has been tremendously impressive," he continued. "Teamsters needed the strength and courage he brought with him when he started out fifty years ago. During the fifty years which followed your membership has grown from nothing to one million members. . .

"We hope and trust that the Almighty God will be kind to him and let him continue to serve as an outstanding leader in organized labor in the U. S. A." He pointed out that President Tobin "stood in defense of the philosophy of the AFL from the very beginning."

"Some have stood contradictory to this, but Dan Tobin stood with Samuel Gompers and others to found the philosophy of the AFL. Those men would not engage in questionable experimentation."

AFL Secretary-Treasurer George

Meany recalled the early struggles of the labor movement and praised President Tobin for his part in the subsequent advances. "He was a pioneer in the real application of the philosophy of the trade union movement," Mr. Meany declared. He recalled that President Tobin was at one time treasurer of the AFL and an associate of the early great leaders of the Federation, including Samuel Gompers.

"You should be proud of him," he said, "as all the American Federation of Labor is proud of him. Take inspiration from Dan Tobin for the contribution he has made to all labor."

Executive Vice President Dave Beck recalled his 27 years of service under President Tobin. His reminiscences included recounts of the early days of the New Deal, when President Tobin and the Teamsters did so much to help the Roosevelt Administration down the road to national recovery. His job under President Tobin consisted of "being three places at once," he laughed.

"He's an easy fellow to work for. One of these days he'll give me fifteen minutes to rest."

In conclusion he said, "I'll save my eulogy till Los Angeles (and the International convention) when we nominate him again for the General Presidency."

When President Tobin stepped to the speaker's stand it was late in the evening. The assembly rose to a tumultuous ovation.

"I've had all the honors a man can have," the General President said, "but all the honors aren't worth half as much as the tribute you have paid me tonight. . . I only hope and pray that I deserve one-fourth of the honors paid me on this occasion.

President Tobin was at his best in recalling his half-century of Teamster service. At one time there were 11 indictments against him in

(Continued on page 28)

Tribute to President Tobin From Sen. Estes Kefauver

The following message was sent to the Daniel J. Tobin Golden Jubilee Dinner by Senator Estes Kefauver:

May I add my tribute to those being paid our good friend Dan Tobin tonight at the Golden Jubilee Dinner.

In my 14 years in the Congress, I have known Dan Tobin of the Teamsters as the ideal American labor leader. My high esteem is shared by the vast majority of my colleagues in the United States Senate and the House of Representatives.

After his 50 years of honest, sound leadership in the greatest labor movement on earth, we might reasonably expect Dan Tobin to slow down. Instead, he generates more enthusiasm and vitality each year. I truly believe that during the next 15 years Dan Tobin will be even more active and constructive than he has been during the 50 years we celebrate tonight.

The Teamsters Union is fortunate to have a leader with Dan Tobin's ability and devotion to duty in these difficult times; a man with his feet solidly on the ground and with his eyes clearly fixed on the goals we must achieve to build a better tomorrow for our people. I know he will continue to do a dynamic job in the years to come.

As I became better acquainted with Dan Tobin and learned of the hardships and dangers he had faced over the past 50 years, I became more convinced than ever that my votes against Taft-Hartley on all occasions and against other anti-labor measures such as the Hobbs Act were sound and just.

Such laws hamper the constructive social aims of labor leaders like Dan Tobin. America needs more of his leadership in building a unified America and a free world.

Wherever I may be in the years ahead, the latch string will always be out for my friend Dan Tobin.

I am sorry that my heavy schedule prevents personal presentation of my good wishes. Nevertheless, I shall be with you in spirit on Thursday evening.

Cordially,
ESTES KEFAUVER,
United States Senate.

General Executive Board Meets

THE General Executive Board met in the City of Boston, Mass., on May 22 and 23, 1952. All members of the Board were present throughout the entire meeting.

Executive Vice President Beck, Chairman of the Convention Arrangements Committee, reported continued progress in the making of satisfactory arrangements for the holding of the next convention at Los Angeles, Calif., beginning on October 13, 1952, and in that connection assured the members of the Board that ample and suitable accommodations, not only for the carrying on of the business meetings of the convention but for living quarters of delegates and guests, would be available. With relation to accommodations, he stated that approximately 500 rooms would be available at the newly constructed Statler Hotel, where the convention will be held, and approximately 600 rooms would be available at the near-by Biltmore Hotel. Additional living accommodations, sufficient to take care of all attending the convention, will be provided by other excellent hotels close to the Statler.

A jurisdictional dispute between Local 505, Teamsters, Chauffeurs, Warehousemen and Helpers, of Huntington, W. Va., and Local 143, Teamsters, Chauffeurs, Warehousemen and Helpers, of Portsmouth, Ohio, involving Lawrence, Galia and Meigs Counties, Ohio, was considered and decided by the Board. These three counties were held to be the jurisdiction of Local 505, except that Ironton and Coal Grove and the area north and west of Ohio State Route 75 within Lawrence County was held to be the jurisdiction of Local 143. It was ordered that the members of Local 505 presently employed in Ironton and Coal Grove be transferred to Local 143 within 60 days. If an amalgamation of Local 143 with Local 413

of Columbus should occur before transfers are made, the members involved should be transferred into Local 413.

The Board next considered the jurisdictional dispute between Local 175, Chauffeurs, Teamsters and Helpers, Charleston, W. Va.; Local 637, Bus, Sales, Truck Drivers, Warehousemen and Helpers, Zanesville, Ohio, and Local 143, Teamsters, Chauffeurs, Warehousemen and Helpers, Portsmouth, Ohio, involving the Counties of Athens, Washington and Monroe, Ohio. It decided that the Counties of Athens and Washington shall be the jurisdiction of Local 175 and ordered Local 143 to transfer the members it has in Athens County to Local 175. It further ordered that Local 637 shall keep the members it presently has in Washington County employed on freight operations until such time as Local 637 is either amalgamated with Local 413 of Columbus or until such time as a charter is issued for the Parkersburg-Marietta area; that if amalgamation comes first, these members shall be transferred to Local 175 and that if a new local is established in the Parkersburg-Marietta area, the members shall be transferred into the new local. With relation to Monroe County, the Board decided that it shall be the jurisdiction of Local 175 and/or Local 697 of Wheeling, W. Va., in accordance with any agreement reached between the two locals.

The next jurisdictional dispute considered and decided by the Board involved the areas of Wooster and Orville, Ohio. The Board held Wooster, Ohio, to be the jurisdic-

tion of Local 40, Teamsters, Chauffeurs and Helpers, Mansfield, Ohio, and ordered Local 29, Drivers, Warehousemen and Helpers, Massillon, Ohio, and Local 407, Truck Drivers, Cleveland, Ohio, now having members employed in Wooster to transfer such members to Local 40 within 60 days. Orville, Ohio, was held by the Board to be the jurisdiction of Local Unions in Akron, Ohio, as follows: Local 497, all dairy employees; Local 425, bakery employees; Local 24, freight employees; Local 348, all other employees within the jurisdiction of the Teamsters Union. The Board ordered Local 29 to transfer to Local 348 within 60 days the 19 members it now has employed in Orville, Ohio.

A dispute between Local 530, Petroleum and Allied Workers Union, Toledo, Ohio, and Local 20, Teamsters, Chauffeurs, Warehousemen and Helpers, Toledo, Ohio, was considered. The Board decided that if there is no appreciable growth in the membership of Local 530 within one year of May 6, 1952, immediate steps would be taken to merge these members with Local 20.

The Board considered the dispute between Local 92, General Truck Drivers and Helpers, Canton, Ohio; Local 29, Drivers, Warehousemen and Helpers, Massillon, Ohio, and Local 545, Petroleum Truck Drivers and Helpers, Cleveland, Ohio, involving bulk petroleum drivers, and decided that the 22 members of Local 545 employed by Frank J. Egner Company, Canton, Ohio, be transferred to Local 92, and the 5 members of Local 545 employed by the Refiners Transport Company,

Report on Convention Arrangements, Jurisdiction Decisions Occupy Attention During Session in Boston, May 22-23

Canal Fulton, Ohio, be transferred to Local 29.

In another dispute matter, this one between Local 76, General Truck Drivers, Warehousemen and Helpers, New Philadelphia, Ohio, and Local 545, Petroleum Truck Drivers and Helpers, Cleveland, Ohio, and also involving petroleum drivers, the Board ruled that the members of Local 545 employed by the L. J. Strawn Company, Dover, Ohio, be transferred to Local 76.

The dispute between Local 693, Chauffeurs, Teamsters and Helpers, Binghamton, N. Y.; Local 317, Truck Drivers and Helpers, Syracuse, N. Y., and Local 229, General Drivers and Helpers, Scranton, Pa., involving the operations of the Rodger Motor Freight Lines, was considered and decided, the Board holding that the operations in dispute shall remain the jurisdiction of Local 229 with the understanding that any run going north or west of Binghamton and required to stop at Binghamton shall, at that point, become the jurisdiction of Local 693.

After considering the appeal of Vincent Coratello from the decision of Joint Council 64, New Haven, Conn., affirming the decision of Local 191, Teamsters, Chauffeurs, Warehousemen and Helpers, Bridgeport, Conn., the decision of that Joint Council was changed by modification of the penalty imposed.

The appeal of Charles E. Crawford from the decision of Joint Council 34, St. Paul, Minn., sustaining the decision of Local 120, General Drivers, Helpers and Truck Terminal Employees, St. Paul, Minn., holding Crawford ineligible to run for local union office at an election held in December, 1951, was considered and the decision of Joint Council 34 was upheld.

The appeal of Wilbur Ellis from the decisions of Joint Council 10, Boston, Mass., reversing the decision of Local 25, Teamsters, Chauffeurs, Warehousemen and Helpers, Boston, Mass., in a case involving charges against Thomas J. McDermott, was considered and the deci-

sion of Joint Council 10, acquitting McDermott of these charges and setting aside the penalties imposed, was sustained.

After considering an appeal from the decision of Joint Council 40, Pittsburgh, Pa., relative to charges preferred by Andrew Kilgariff against Executive Board Members of Local 128, Taxi-Cab Drivers, Pittsburgh, Pa., the decision of that Joint Council was set aside and the Executive Board Members were acquitted of all charges.

The appeal of Eugene Holt from the decision of Joint Council 56, Kansas City, Mo., acquitting members of the Executive Board of Local 955, Department Store, Package,

One of 20 U. S. Workers Is "Migrant," Says Report

One out of 20 persons employed in the United States for the year ending March 1950 was a migrant, according to a report recently made public by the Bureau of the Census.

The study entitled "Internal Mobility and Migration in the United States" defines a migrant as a person "who lives in a different county from the one in which he resided 12 months earlier."

Significant differences in migration among various occupational groupings were noted in the study. Workers in professional and semi-professional fields where the labor market is nation-wide were reported as the most mobile of all groups. Farmers and farm managers were the least mobile, reflecting, it is believed, the influence of the investment in their farms. Farm laborers ranked second in mobility.

The order of mobility as reported in the census study in order after the first two groups is: service workers, third; laborers (except farm and mine), fourth; clerical, foremen, fifth; proprietors, managers and officials, sixth; craftsmen, foremen and kindred workers, seventh; operatives and kindred workers, and finally farmers and farm managers.

Grocery, Paper House, Liquor and Meat Drivers, Helpers and Warehousemen, Kansas City, Mo., of charges preferred against them, was considered and the decision of Joint Council 56 was sustained.

During its sessions a number of other matters affecting the welfare of the International Union and organized labor generally were considered and discussed by the Board. These matters, however, did not require or receive any definitive action by the Board.

In concluding the present meeting the General President expressed the intention of reconvening the Board during the month of August. He then adjourned the meeting, subject to his further call.

May Sets Record in U. S. Construction Figures

A new record for the month of May was set in construction with expenditures of \$2.75 billion, according to a joint report from the Departments of Labor and Commerce. The May figures are the latest for which statistics are available.

During the first five months of 1952, total new construction outlays have amounted to \$11.9 billion which is three per cent more than the total for the corresponding period of last year. The Government report said that private residential building is about the same as a year ago; factory building substantially higher; public utility building is up; highway work was higher; military defense, and atomic energy plant outlays substantially higher.

Cass New Chief of NPA Motor Vehicle Branch

Robert Cass, formerly chief of the Motor Vehicle Branch of the National Production Authority, is now director, replacing Courtney Johnson who recently returned to his post at the Studebaker Corporation. Cass is from the White Motor Company.

Immigration Problem In Canada

STRONG declarations of policy on immigration with a determination to install the "Slow" sign on immigration into Canada were made by the four large labor federations of the Dominion of Canada recently. The declarations were set forth in memoranda prepared by each of the four major labor groups of Canada prepared for the guidance of the Government.

Four Groups Speak

The policy statements were issued by the Trades & Labour Congress of Canada, the Canadian Labour Congress, the Canadian and Catholic Confederation of Labour and the Railway Transportations Brotherhoods. The Canadian government in response to the memoranda promised "constant and careful consideration." A report on the memoranda appears in *The Labour Gazette*, official publication of the Department of Labour, Ottawa.

Although the Trades & Labour Congress realizes that "Canada requires a far larger population to assist in its development, to aid its protection and to furnish a wider and more adequate home market," the federation held that "immigration schemes which only add to unemployment and misery do not assist in the maintenance of a stable economy." The TLC urged "planning in our immigration" and "closer cooperation between the Government and those directly involved in the productive activities of the country.

Percy Bengough, TLC leader, called attention to the fact that skilled craftsmen are being encouraged to emigrate into Canada in some lines of employment which there are "not only no prospects of jobs but already many unemployed." Photoengravers and carpenters were cited as specific examples.

Labor Groups Urge Caution Signal on Mass Movement into Dominion; Close Study Of Employment Needs Declared Essential

The Trades & Labour Congress urged that the Department of Labour be made responsible for immigration and said that "through the National Employment Service, this Department is at all times in close touch with employment conditions and . . . would be far more capable of relating and adjusting the flow of immigration to the real needs of the country." The TLC memorandum also urged the Government to open schools for teaching Canada's official languages to immigrants and that a reasonable knowledge of a language be made a condition of employment.

The Canadian Congress of Labour included an immigration statement as one of its most important policy recommendations for the Government. The Congress drew attention to the influx of immigrants into Canada in 1951 which was said to have been almost 200,000, a number which is said to have intensified the housing crisis. The Congress said it recognized the country's obligation to receive as many displaced persons as possible, but it urged that immigration be shut off during the fall and winter seasons when it is most difficult to find jobs.

Jobs in Jeopardy

The memorandum said that the whole policy of immigration can be jeopardized if large numbers of immigrants, brought into the country at a time when unemployment is considerable, keep many local residents out of work. The Congress recommended the closest cooperation between the Departments of Labour and Citizenship & Immigration.

The Canadian & Catholic Confederation of Labour suggested six elements in an immigration policy which should be adhered to in the matter of administering any immigration program. The confederation said that it recognized the duty of Canada to accept immigrants from overpopulated and less fortunate lands but said that immigration "must be limited, regulated, according to the resources of our country and always subjected to careful selection methods.

Immigration Obligations

When immigrants are accepted, there is an obligation, believes the CCCL, for the Government to look after their welfare and see that they find reasonable living conditions.

The six elements of an immigration policy were set forth in detail by the CCCL and included the following:

- a demand for the establishment of quotas with a selection based on real needs of the country.

- no group be admitted unless there is a real need; seasonal immigrants pose problems in off-season periods;

- more vigilance on the part of the Government over the publicity by immigration officers and travel organizations and services in order to avoid misleading possible immigrants through misrepresentation of the facts of labor opportunities;

- let immigrants benefit from family allowances as soon as they come into the country;

- revise the housing policy in order to make housing opportunities serve the nation more realistically;

(Continued on page 32)

EDITORIALS

Honesty and the Press

A prominent public relations practitioner recently released a "bias survey" of the American press and the results should not be heartening to the average editor and publisher of American daily newspapers.

A survey was made of prominent Americans and newspaper publishers and the answers given indicate that the editors are quite aware of the fact that too many newspapers are not doing an honest job of reporting and publishing the news.

Political bias rated high as a press failure. Other factors which weaken the press in doing its job are such things as succumbing to economic pressure, self-interest of the owners, and failure to appreciate and carry out obligations of public service.

Organized labor hardly needs to be told that all the American press is not fully honest when it comes to reporting activities of the working people. Bias is sometimes found at its worst in labor reporting. Deviation from the canons of simple honesty is sometimes, perhaps usually would be nearer accurate, overlooked in times of labor crisis. Some papers attempt to do an honest job, but it is often easy for a newspaper through a simple omission, through a misleading headline or a slanted story to convey false impressions of the aims and conduct of labor.

Perhaps the survey made public recently may cause some newspapers to do a self-inventory. At least we can hope so, a hope which we are frank to say we have without much optimism, but a hope nevertheless.

Trouble in Italy

The recent elections in Italy brought a resurgence of the old Fascist followers and this development spells trouble ahead for democratic forces in Italy, in Europe and indeed in the rest of the world. Six key southern cities in Italy—Naples, Foggia, Bari, Benevento, Salerno and Avellino—have been taken over by the Fascist followers.

The rise of the Fascists in Italy may indicate several important trends and causes which help to understand some of the trouble through which Italy is passing. Some of the old-timers in Italy who enjoyed a certain political eminence in the past may remember the "good old days" and want to see a revival of them. Others

who were too young to be active in the party or in the war may recall some of the phony glamor about which their parents talked and still other followers are underprivileged and want a change—any kind of change.

One of the real dangers of this rise of the totalitarians from the right may be found in an expression of discontent, discontent with what is being attempted by the pro-democratic forces. The problems in Italy are many and complex and the Communists are strong and are trying to make advances on the discontent over the present situation. The discontent of the right now added to that of the left places Italy in a precarious balance.

Weakening of the democratic forces may pave the way for the Communists to rise to greater power in Italy. Next year that nation will have general elections. Unless some of the basic problems of Italy are solved in a somewhat more satisfactory fashion than they apparently are being solved, it is difficult to foresee what may happen to that troubled land. We may see strong rule from the left or a weak rule of the center jeopardized by further Fascist growth. Whatever happens, the future for Italy is in danger—and that spells trouble for the entire free world.

Your Family Budget

How are you doing these days? Are you keeping the family budget out of the red? Maybe you would like to know what the Department of Labor thinks it takes to keep you on the credit side in the family exchequer department. Or perhaps any housewife can tell you it doesn't take a Government agency to tell her how much she needs to keep the family finances solvent.

The Bureau of Labor Statistics recently made public a survey of 34 large cities in an effort to determine the needs for an adequate family budget which would guarantee decent living standards. The reports from these cities varied widely.

Any "average" figure for the nation is practically meaningless, but it is interesting to note the wide variation in the cities checked. Highest cost city in the country—which surprised no one—is Washington, D. C., where \$4,454 is needed for a modest but adequate living level and lowest cost city is New Orleans, La., where the comparable figure is \$3,812.

Between these two figures is quite a range. The survey also indicates that the cities in the South are by no means always the least expensive in which to live, according to BLS figures. In Atlanta, Ga., the figure is \$4,315 while in Detroit, Mich., it is \$4,195. In Birmingham, Ala., the figure is \$4,252 while Indianapolis citizens need \$4,044.

No Safety Law Yet

Several months ago the nation was shocked by the mine disaster at West Frankfort, Ill., in which 119 miners lost their lives. Since that time as many more miners have died in the mine areas of the country, yet the deaths of most of these were practically unnoticed in the rush of today's rapidly changing news events.

After the West Frankfort disaster, the citizens of the nation seemed to be sufficiently aroused to demand a decent Federal mine safety law which would be helpful in preventing future tragedies of this sort. But those who were managerially affected by the new law were apparently not worried. They were cynical and confident in their belief that the sensational disclosures of neglect would be forgotten and that by the time Congress adjourned there would be no law.

Were they right? As this issue of THE INTERNATIONAL TEAMSTER was being prepared for publication Congress had failed to enact a Federal mine inspection measure. Maybe the cynics were right. The indignation of an aroused nation is quickly dissipated. In the meantime miners go to work at a daily risk. The tragic toll of mining deaths in this country is a blot on our democracy and on our civilization. Congress can go far toward wiping off this blot with decent legislation. But will it?

Tougher Labor Laws

One of the most feared developments on the legislative front in the event a reactionary is elected President is the strong probability of attempts to impose new and tougher labor laws on the working people. We hope this is merely a fear, but now and then strong evidence justifying this fear turns up.

A short time ago the *Wall Street Journal* quoted Senator Robert A. Taft (Rep., Ohio) as saying that what is needed is not a change in the Taft-Hartley law, but new legislation to be called an "anti-labor-monopoly law." How far Taft would go should he be President cannot be foretold, but the *Wall Street Journal* thinks he would go a good deal further than the Taft-Hartley law now goes.

Employees in each company would be required "to choose their own bargaining agent. No union official would be entitled to negotiate labor contracts for em-

ployes of more than one company; violations of the law would be treated the same as violations of anti-monopoly laws; a union would be prosecuted and fined."

In short, national and international unions of organized working people would be at an end. Collective bargaining would lose its "collective" force and laboring people would be able to muster only a fraction of their economic strength.

We hope the report of this business paper is incorrect. We hope that Taft is not correctly quoted and that neither he nor any other candidate for the Presidency has any such designs on labor as may seem indicated by the report. But there is plenty of evidence that anti-union forces are trying to crack down on unions and unionism. The only obvious answer to these efforts is to see that labor's friends get nominated and elected and labor's enemies get defeated and swept out of office.

The Pressure Boys

The pressure boys were active in 1951. The "Pressure boys" are the lobbyists who seek to influence the vote of Federal and state legislative bodies. No one can say how much is spent influencing state legislatures. With lobbyists operating in all the state capitals, the sum must be a large one indeed.

In Washington the *Congressional Quarterly* which makes a study of congressional matters recently reported the expenditures made by various groups under the Federal lobby registration law. The figures make interesting and important reading for those who want to know what makes things tick in Washington.

Lobbyists for various special business interests spent more than \$3,800,000 or 42 per cent of the total spent under the lobby law. This did not include the sums expended by the National Association of Manufacturers which does not register under the law—it has so far beaten in courts efforts to make it register.

This sum, \$3,867,699, to be exact, was seven times more than that spent by labor unions and other employe organizations—the modest sum of \$581,388. This is quite a small portion of the more than \$9,250,000 which *Congressional Quarterly* reported as the overall expenditure.

Here are a few—just a few—of the big spenders: Association of American Railroads—\$237,809; National Association of Electric Companies—\$434,325; National Association of Real Estate Boards—\$133,625; U. S. Chamber of Commerce—\$116,382. What these organizations wanted is pretty apparent. They kept the pressure up in 1951 and many are continuing the pressure in 1952.

Labor spends a great deal less, but it has a powerful voice—if it will make that voice heard where it counts the most—at the election polls.

... an open letter of thanks

TO THE SECRETARIES OF ALL LOCAL UNIONS AND JOINT COUNCILS:

The 1952 Truck Check is over and now the work of evaluating the reports is well under way.

Reports from all over the United States indicate that this has been our most successful Truck Check held thus far. The success of the Fourth Truck Check is due to the detailed planning in the Chicago meeting, careful preparation in advance by the locals, the final briefings just before the opening of the check, and the thoroughness with which the checking teams performed their assignments.

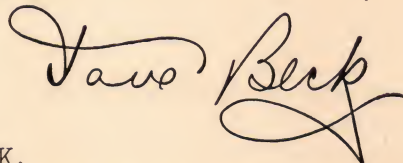
The Truck Check has become an accepted part of Teamster organizing procedure. It is being made a national success through teamwork—teamwork at every level—from the local union through the joint councils and regional and area organizations.

This brief message is by way of saying "Thanks for a job well done." I know from many personal letters and telephone calls about some of the problems in the field and how successfully they were met. It is heartening to realize what a fine organization the Teamsters' Union is—and the successful 1952 Truck Check is one more piece of proof that ours is America's greatest labor union. We mean to keep it that way through harmonious cooperation in truck checks and other procedures geared to advance our trade union objectives.

We will advance our other trade division goals through similar checking campaigns in the near future.

Again with sincerest thanks to all who helped make the Truck Check a success.

Fraternally,



DAVE BECK,
Executive Vice President,
International Brotherhood of
Teamsters, Chauffeurs, Ware-
housemen & Helpers of America.

The MARYLAND Road Test

By CHARLES UPHAM

Consulting Highway Engineer



THERE are many pros and cons on the results of the Maryland Truck Test, but factually speaking it served the purpose for which it was conducted, i. e., "to observe and measure the effects of the frequent passages of vehicles of known axle loading at known speeds over a pavement of known composition and dimensions, constructed on foundations of known character.

From the test results the highway engineers know what effect certain truck loads will have on concrete pavement laid on known types of subsoil. It accomplished its purpose and produced a vast amount of quantitative data that will be useful in the economic design, construction and maintenance of roads.

That the loads did, or did not cause cracking would serve as an indication of stresses produced. The test was to measure these stresses and effects of the different loads on known subgrade and pavement. The important thing was not to determine whether the road broke down or not, but to know the loads that came over the road and how much load the road would carry without failing or how much load it took to create sufficient stress to break the pavement or cause failure.

The test shows conclusively that where highways are constructed according to standard specifications and modern practices they can carry the truck loads that are now legal in

any State, without damage beyond normal, or reasonable expectancy.

There is no mystery about the results of the Maryland Truck Test. The results have followed the natural laws of physics. Loads have created stresses and when these stresses became greater than the strength of the pavement or the subgrade, then failures occur. It is still true that under the same conditions with a varying load, the heavier load creates greater stresses. This is true whether the loads are light or heavy. The test was for the purpose of measuring the stresses and comparison of failures under the different loads and eventually to decide the maximum economic load for our roads.

The Maryland Truck Test was arranged cooperatively by the State highway departments of Connecticut, Delaware, Illinois, Kentucky, Maryland, Michigan, New Jersey, Ohio, Pennsylvania, Virginia, Wisconsin and the District of Columbia, and the Bureau of Public Roads. It was administered by the Highway Research Board, as a research study to determine the performance of a concrete pavement under operation of commercial type vehicles loaded to 18,000 and 22,400 pounds on single axles and 32,000 and 44,800 pounds on tandem axles.

The only official report made on the results of the test has been made by the Highway Research Board, and that report is confined entirely to the detailed findings. It shows the number of cracks in the various sections, under the different axle loads—it shows the various types of soils in the subgrade in the various

sections—it shows pumping conditions and stress determination and from the findings a clear picture emerges as to what weight of load can be carried when highways are properly constructed according to standard specifications. The problem is then one of economics.

The 1.1 mile section of a southern Maryland highway, selected for the test was divided into four sections—one section was devoted exclusively to each of the test loads—18,000 pounds single axle; 22,400 pounds single axle; 32,000 pounds tandem axle; and 44,800 pounds tandem axle.

Among the factors that were pointed up by the test there were two which were already known to highway engineers. It was unequivocally emphasized that subgrade material and drainage are still of very vital importance to the efficiency and economy of any highway.

In the preliminary studies made in connection with the Test sections it was found there were several types of soil in the subgrade ranging from the best—A-1, A-2, A-3—to bad A-6 and A-7. Before the test started it was thought that the entire subgrade, when constructed, was improved by a layer of granular material. However, the test specimens before the road test started showed that the greater part of the base material was of a nature that turned out to be very poor subgrade material. It had a relatively small amount of granular material and a preponderance of silty clays—classified as A-6 material. It is a material quickly affected by water and easily becomes liquid and is

Charles Upham, formerly chief engineer of the states of Delaware and North Carolina, was retained by Associated Transport, Inc., to inspect the Maryland State Highway Test. Mr. Upham visited the test throughout the entire period of operations.

relatively easy to push out from under the pavement surface, especially if it contains more than 9 per cent of the finer material. A preponderance of this type of subgrade material was found under sections 3 and 4, which carried the 32,000-lb. and 44,800-lb. load respectively.

When this type of subgrade soil (A-6) became wet it liquified and having a low bearing value was easily pumped from underneath the pavement—leaving a void which in effect left the pavement slab suspended in air. When the 32,000-lb. and 44,800-lb. tandem axle loads passed over these “suspended” spots, usually at the expansion joints, cracks occurred. The load transfer devices were properly installed but the test traffic caused funneling or progressive loss of the effective bearing of the concrete around the dowels thus reducing the help generally expected from load transfer devices.

The test also showed that the weakened part of the concrete pavement was the expansion joint and practically all of the failures occurred at these spots. The reason for this is the joints, where failures occurred, were not waterproof. Therefore, the surface water on the pavement ran through the joint to the subgrade. If there were drains through the shoulder at each of the expansion joints, or if the shoulder material was of a classification to permit water under the pavement to immediately drain to the ditches then the failures at the expansion joints would be reduced practically to a minimum. The Test has brought into clear focus the importance of design at these points.

In the sections 3 and 4 where the tandem applications of 32,000 lbs. and 44,800 lbs. were applied, very little granular soil composed the subgrade and practically all of it was high classification soil, (A-6). With the combination of heavier axle loads and poorer subgrade soil these sections showed more cracks and pumping at joints, which was to

be expected. Yet under these conditions the 32,000-lb. tandem axle load on all types of soils caused cracking in only 27 per cent of the slabs. And, these cracks were not of a nature to cause structural failures but with reasonable maintenance in proportion to the accelerated traffic would have kept this road in good serviceable condition.

There were some slabs that were subjected to the heaviest loads yet remained in tact showing that if the conditions were right and the subgrade of a proper material and thoroughly compacted even then the heavier loads would not cause impractical maintenance demand.

The Test clearly shows that this particular roadway could carry the 18,000-lb. axle load without difficulty and that it would carry the 22,400-lb. axle load with a reasonable normal maintenance. The mere fact that the test shows that no pumping occurred under 238,000 applications of either 18,000-lb. or 22,400-lb. loads where non-plastic, granular soils existed substantiates this statement.

Does Not Interpret

It should be borne in mind that the Maryland Truck Test was a RESEARCH project and the report on the Test is a “Research report.” It does not interpret the data.

Many people have criticized the committee for not stopping the test when it was found the subgrade was of a poorer quality than expected. The test was not to determine whether a road would carry heavy loads—it is known this can be done—it was to get as near as practical a quantitative report on how much certain known loads affected the pavement when laid on known subgrades. As far as the test went it made no difference whether the subgrade was good or bad for in the test recordings the bad subgrade would be affected by light loads and the good subgrade would be less affected even by the heavier loads. The important thing was to know the loads, the classification of the

subgrade and the measured effects.

That the subgrade was not of as good a quality as had been anticipated made no difference in the test project. The poorer material was taken into consideration when the tests were recorded. It might be true that if there had been A-1 material in the subgrade an excellent drainage system and all the joints were tight so as not to allow water to pass through to the subgrade then it is possible the loads would have had no measured effect and there would have been no apparent results to report. For the sake of test results it was fortunate that there was a variety of subgrade material ranging from near good to bad.

The concrete pavement surface was the same dimensions throughout and from a practical standpoint was the same quality throughout so this meant the subgrade and the loading were the variables. With the loads held constant as they were on different sections the difference in the support value of the subgrade could be measured.

Much of the subgrade material was such that not only was the bearing value destroyed by wet conditions but the subgrade material was displaced and after the subgrade dried out it left the concrete surface unsupported by any subgrade wherever this condition happened. Thus the concrete pavement without the subgrade support, when subjected to loads would deflect and when this deflection became great enough the slab cracked.

While the test was planned to be a carefully controlled technical test to show the effect of different loads on the pavement surface it turned out there were so many variables in the subgrade support that the conditions must be studied separately. While good data were obtained on comparisons between sections more information was obtained by making comparisons on slabs in the same section.

In discussing the method of test some people wanted to maintain the

road in proportion to the accelerated traffic . . . others did not wish to maintain the road at all but to accelerate final results and see what the effect would be without maintenance. If this had been adopted the entire test would have been dependent on the weather conditions; whether it was dry or wet weather.

The decision was finally made to maintain it at least to a certain degree. But the extent of the maintenance, of course, varied the results of the test so it is impossible to say what the results of the test mean without knowing the maintenance applied. In other words in the beginning very little was said of pumping joints, and for the first three weeks, when the weather was clear—and without rain—there were no pumping joints and very few cracks. Then a heavy rain started several joints pumping and the decision had to be made as to whether the road would be maintained by ordinary highway department methods, or whether the road should be left without joint maintenance. That decision influenced the final results of the test because if the material that was pumped out from under the joints was replaced then this increased support of the subgrade would have prevented the slabs from cracking in most instances.

Maintenance Effects

If the material was not replaced and allowed the slab to be suspended in the air then after a certain number of applications of loaded vehicles it would crack. So to a great degree the kind of maintenance had much to do with the results of the test.

The number of truck passages over the test sections was the equivalent of several years of normal traffic and it can be argued that if this traffic was accelerated so that several years traffic took place in the six months then several years of maintenance also should be applied to simulate a condition of the road being maintained by highway department methods. This was not

done and this had a big influence on the results of the test. If the maintenance had been kept parallel with the load applications, the vehicle weights would have had less effect on the slabs. However, under such conditions it would have taken much longer to obtain accelerated test results.

Drainage Emphasized

The test brought out many excellent findings. In the first place it recalled the importance of good drainage in road construction. It clearly showed that in types of road such as a concrete or concrete base road that there must be a provision made for draining the water that collects under the pavement so that it can find its way to the ditches either by drains through the shoulder or by shoulder material that will permit water to come out from under the pavement. These are features thoroughly known to highway engineers but the test showed very clearly that this particular road did not have this feature in all instances.

Another result of equal importance to drainage was the nature of the subgrade material upon which the surface is constructed. Engineers know that the granular soils of lower classifications are more satisfactory for subgrades, and as the soil approaches the higher classification they decrease in value as a subgrade material, especially when coming in contact with water.

On the test section there were short stretches of the better granular soils of the lower classification and the results of the test over these sections were exactly as would be expected. In other words these soils carried the accelerated heavy traffic with only a small amount of new cracks. Where the soils did not have the granular material the cracking and pumping was to a much greater extent.

There was a preponderance of the poor subgrade material, especially in sections 3 and 4, where the heavier axle loads were applied. This is a material quickly affected

by water and easily becomes liquid and is relatively easy to press out from underneath the pavement surface. In these areas the test results were as would be expected—in other words, more damage was done to the pavement.

The test conclusively shows that engineers are justified in spending more money in the preparation of the subgrade and either bring in lower classification material or stabilize the subgrade by other known means.

The whole theory of building roads to carry loads is to spend sufficient money in construction so that with reasonable maintenance it will carry the traffic that the road is subjected. In other words with equal intensity of traffic a high cost road should need a small amount of maintenance; a low cost road would call for higher maintenance. The economic road is one that safely carries the traffic and the cost of construction and maintenance is at a minimum.

'Economic Ratio'

Obviously light traffic could be carried on roads with lower maintenance. As the traffic increases and the weight increases better material and more extensive design must be used to preserve the economic ratio.

The Maryland Test has shown that the A-1 and 2 and 3 soils can economically carry the 18,000-lb. and 22,400-lb. single axle loading with only a reasonable normal maintenance.

The test has also shown that even the A-6 soils can carry the 32,000-lb. tandem axle load with a standard design surface at reasonable maintenance costs.

It shows that the 44,800-lb. tandem axle load would require considerable and more expensive maintenance when the road is constructed on A-6 soils.

These are the facts ascertained by the Maryland Test when carried on in detail and analyzed that will

(Continued on page 28)

750,000 See Teamsters' Exhibit at

BOSTON UNION INDUSTRIES SHOW

NEW ENGLAND Teamsters "outdid themselves" in presenting the services of the International Union to AFL Union Industries Show visitors, May 17-24. Members of New England locals were on hand from the time AFL President William Green cut the ribbon at Mechanics Hall to open the show until the last show visitor left the historic old building the following Saturday night.

The Teamsters exhibit was prominently located near the center of the first floor of the three-level building. Well-displayed was the official emblem and the union shop card. Show visitors saw a special movie produced by your International Union. They saw a scale model town with miniature trucks going down its streets. Each truck represented a separate industry served by Teamsters. To the right was a special tribute to General President Dan Tobin, a native of Boston who was returning to what he proudly called "the home of the rebels."

The 1952 Union Industries Show was called an outstanding success by Raymond F. Leheney, director of



the AFL Union Label Trades Department. All previous attendance records for cities of comparable size were broken, as 644,297 New Englanders streamed through the main doors to Mechanics Hall. The Boston exposition was the seventh annual Union Industries Show and the first to come to New England. More than 300 exhibitors displayed examples of union products and demonstrated skilled AFL union labor at work.

About \$100,000 in give-aways were distributed to the crowd by the various exhibitors. Nearly \$25,000 worth of orange juice and orange-ice sticks was passed out by a Florida producer who is under Teamster contract. Visitors consumed 400,000 cups of orange juice, and an equal number of ice sticks. Soft drinks were given away.

Many expensive gifts were raffled from free tickets during the week, including a new automobile, 30 gas and electric stoves, 12 electric heaters, 3 TV sets, 12 table model radios, pressure cookers, waffle irons, portable power tools, fishing outfits, portable ice boxes, a steam iron, and 16 pairs of union-made shoes.

The Amalgamated Meat Cutters Union demonstrated the proper cutting of meat and gave away more than 2½ tons of assorted cuts of choice meat. The Bakers and Confectionery Workers gave away 800 fancy decorated cakes valued at more than \$3 each.

Bostonians had seen nothing like it. The aisles were crowded each night. On several occasions, the front doors to the building had to be barred to hold back show visitors.



It was a busy week for all AFL leaders in Boston. The AFL Executive Council held a meeting in a downtown hotel. Our International Union held several important sessions. There was the testimonial dinner for General President Tobin.

Many international union presidents were on hand for the opening ceremonies of the show. The weather was fair, and a crowd was on hand for the occasion. As the band played, two attractive Boston models stretched a ribbon across the doorway to the Hall; the ribbon was cut by AFL President Green, and the week's bustle of activity began.

AFL members in New England had distributed one and a half million free tickets to the show beforehand. These tickets were the only means of admission.

Among the major attractions of the show was the Armed Forces exhibit, which included the Army's recently developed sniperscope, a device which enables riflemen to see the enemy in the dark.

The combined Army, Navy and Air Force display was one of the largest military exhibits ever assembled in Boston.

VIEWING EXHIBIT—Ralph Wright, Assistant Secretary of Labor and member of the International Typographical Union visits the Teamster exhibit at Boston. Members of Joint Council 10 point out items of interest. Left to right: Assistant Secretary Wright, Dominic Zenga, James Anderson and Frank Holland.



EXPLANATION—Patrick Drew (right) of the Plumbers' Union explains advances in glass piping to General President Daniel J. Tobin as he visits the exhibit of the United Association. Scores of craft skills were explained to visitors.

NATIVE TRUCK DRIVERS

SPEED SUPPLIES in

KOREA

American Drivers Teach Koreans Tricks of Trade



Above: Yoo Tong Kil Si here checks Driver Chong Ki Yong before he leaves motor pool of Third I.T.C., 296th Transportation Truck Battalion, Pusan, Korea.

Below: Two Koreans get set to grease the differential of a 2½-ton truck used by the First Indigenous Truck Company. They're well trained in their jobs.



A SUBJECT that transportation research and development boards have been toying with since World War II is proving successful and highly desirable in the Second Logistical Command at Pusan, Korea. It is "Indigenous Trucking Companies."

An indigenous (native) truck company, as utilized in Korea's largest port city, consists of 50 2½-ton cargo vehicles, one 750-gallon gasoline tanker, one wrecker and two ¼-ton jeeps. All of the vehicles are of American manufacture; however, in the past Japanese-built trucks, Kyotos and Nissans, were used. The Japanese trucks did not stand up as well as the U. S. made vehicles. There was also a continuous spare-parts problem.

Two American officers, one warrant officer and 16 enlisted men supervise approximately 160 Koreans in an indigenous truck company. There are three indigenous truck companies now in operation in Korea and they are all a part of the 296th Truck Transportation Battalion, commanded by Lt. Col. Alex Kaminski.

In the companies, key positions of operation and administration are handled by U. S. military personnel.

In each company there is one indigenous "ichiban honcho" (number 1 supervisor) and two assistant indigenous "honchos."

Language barriers have been overcome to a large degree. At first this posed an acute problem. It was



Dispatchers also are Koreans. Here, Lee Hee Sung and Kang Soo Byong are busy working up trip tickets.



Above: Miss Kim Sun Shin issues a blow torch and a wrench to mechanic Lee Chang Kun, First Indigenous Truck Company, Pusan.

Right: Company commanders talk with Korean worker. From left, commanders are Capt. Lawrence Wallace, Capt. John E. Taylor, Capt. T. F. McGinty.

remedied by choosing "honchos" who could speak English. After an SOP was set up and everyone got onto the swing of routine, operations began to run smoothly. Now everyone knows his own job and what the rest of the men in the company do, too. They work as a team and get the job done.

As time goes by, the drivers pick up more and more English and the U. S. personnel pick up more and more Korean.

When one of the indigenous workers was asked his name, his reply was "Sam Houston"! "Well, where are you all from?" the Korean was asked. "Alamo, Tex.," was the bright reply. So they can, and do, learn, and learn fast. At least they seem to know most of the answers.

Pusan's three indigenous truck companies work on a 24-hour schedule, two shifts of 12 hours each. The operations board in the battalion area is a maze of chalked-up dispatches. Trucks come and go at all hours just like bees during honey-making season—except these "bees" roll at night, too.

Shifts change at 7 a. m. and 7 p. m. daily, seven days a week. In order to "keep 'em rolling," motor stables are held at the beginning of each shift prior to releasing the vehicles on dispatch.

Drivers' training schools are conducted for indigenous personnel.

Each driver must complete the course offered by the school before he is allowed to operate a U. S. Army vehicle.

Training schools for drivers not only teach the driver to operate the vehicle but it teaches him how to perform maintenance on his truck. In addition to this, all drivers are given a thorough indoctrination in traffic hand signals, traffic regulations, and highway safety. All this, coupled with the driver's basic understanding of civilian vehicles and pedestrian psychology, gives the truck companies a much lower accident rate than that of all other American truck companies in Korea.

Strangely enough, most of the accidents recorded have been caused by pedestrians walking into the sides of the vehicles and cargo trailers. Another reason for the low accident rate is the 15-mile-per-hour enforced truck speed limit in the Pusan area. This pays dividends, especially around the dock area.

Indigenous truck companies are saving American taxpayers thousands of dollars. One truck company releases 150 trained U. S. soldiers for front-line or specialized duty.

Korean mechanics are adept and quick to learn gadgets and to maintain their vehicles. They take pride in the company transportation. All of them are past masters at impro-



vising field expedients. All you have to do is show the mechanics how and they will pool their natural inventiveness like trained development engineers and they come up with the end product—crude perhaps, but one that will work, and work well.

There is a strong garlic smell in part of the 296th Truck Transportation Battalion area. It is the "Kimchi Kitchen," supervised by Americans but run for the benefit of indigenous personnel who are a part of the battalion. They can buy their own Kimchi (a pickled vegetable concoction with much garlic and many red peppers), rice, seaweed and greens already cooked and served hot. The Kimchi restaurant is rated as the cleanest, most sanitary Korean dining establishment in Pusan. The price for a Korean meal at the Army-supervised indigenous mess is much less than on the "outside." This service is an added incentive to the drivers.

Stores for Drivers

Also, Brig. Gen. Paul F. Yount, commanding general of the Second Logistical Command, has directed that indigenous sales stores be set up for Korean laborers who work for the Army. These Korean commissaries will sell surplus clothing, rice, sugar, salt, and other scarce items. They get this service at a fair price that is many times less than the black-market prices that exist in the open Korean market.

This added incentive improves indigenous morale and tends to keep the laborers on the job. Absenteeism is negligible in the three Korean truck companies.

U. S. military personnel have exhibited courage, patience and adaptability to adverse conditions in surmounting the many problems with which they have been faced in organizing the indigenous truck companies. They, like Disraeli, have found that "patience is a necessary ingredient" in showing the Far Eastern Oriental world Western know-how.

Safety Award Goes to Teamster

Former Local 379 Business Agent Is Recognized For 'Outstanding' Service in Accident Program



Secretary of Labor Maurice J. Tobin presents award to John J. Delmonte of Boston.

John J. Delmonte, former business agent of Local No. 379, Boston, Mass., and commissioner of the Department of Labor & Industries of the Commonwealth of Massachusetts has been given a special award of merit by the United States Department of Labor.

The award was presented to Mr. Delmonte last month on behalf of the Labor Department by Secretary Maurice J. Tobin. The presentation was held in connection with the President's annual conference on industrial safety.

The Department made the award to Mr. Delmonte for his active service in the President's Conference "for his outstanding contribution to the national program to prevent death and injury in industry as chairman of the committee on laws and regulations . . . in grateful ap-

preciation for his performance of duties important to the public interest."

When Secretary Tobin officially presented the special award, he said, "I've known John Delmonte from my state of Massachusetts for a long time. He certainly has terrific drive. You know he is a member of the Teamsters' Union and, I suspect, that is where he learned how to drive. At any rate he has done a fine job for the conference as chairman of the committee on laws and regulations. I'm proud to hand this award to you, John."

The three-day conference was held June 2, 3 and 4 at the Department of Labor in Washington. The sessions included addresses by various experts on industrial safety and a series of "workshop" sessions for discussing progress in the safety field.

Official Convention Call

TO THE OFFICERS AND MEMBERS OF
AFFILIATED LOCAL UNIONS, GREETINGS:

Acting in conformity with the following quoted sections of our International Constitution, you are hereby notified that the Sixteenth International Convention of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America will convene in the City of Los Angeles, Calif., on Monday, October 13, 1952, at 10 o'clock A. M. for the purpose of considering such business as may legally come before it.

ARTICLE III

Section 2. BASIS OF REPRESENTATION. Each local union having five hundred (500) members or less shall be entitled to one delegate, and one delegate for each additional five hundred (500) members or majority fraction thereof, but in no case shall a delegate have more than one vote. No proxy will be allowed.

Section 3. REQUISITES FOR REPRESENTATION. (a) No local union shall be entitled to representation in the convention that has not been chartered, affiliated and in good standing for 6 months prior to the opening of the convention, and each local union to be entitled to said representation must have paid into the international treasury six consecutive months' per capita tax. No member shall be elected as delegate if he is in arrears to his local union.

(b) All moneys due the International Brotherhood, whether by per capita tax or otherwise, must be received at least three days prior to the opening of the convention.

(c) The General Executive Board is empowered to grant full representation to any union which has been affiliated with the International Brotherhood of Teamsters for less than six months when such local union was formerly an independent union or was formerly affiliated with a union other than the International Brotherhood of Teamsters.

Section 4. EXPENSES OF DELEGATES. Each local union shall pay the expenses of its delegates to the International Convention.

Also see sections 5, 6, 7, 8 and 9 pertaining to the Convention.

Los Angeles Hotel reservation information can be had by contacting:

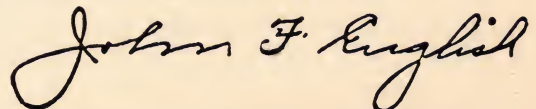
Mr. Raymond F. Leheney,
Secretary of Convention Hotel Committee,
846 South Union Avenue,
Los Angeles 17, California.

DO NOT write to the International office for accommodations.

The Convention headquarters will be in the Statler Hotel, Los Angeles, Calif., with the Convention sessions to be held in the same hotel.

Impress on your membership the necessity of having all your delegates in attendance. Trusting that your local union will be well represented and looking forward to seeing you in Los Angeles, I am, with best personal wishes,

Sincerely and fraternally yours,



GENERAL SECRETARY-TREASURER.

Maryland Road Test Analyzed

(Continued from page 21)

show the highway engineer just what loads can be carried on a pavement with reasonable maintenance.

This test has also shown that the States need not worry about the legal load limits now existing when this type of pavement is laid on A-1, 2 and 3 soils, and properly drained.

The legal limits in most States is 18,000-lb. per axle load but in the Northeastern Section it is 22,400-lbs., a few states have a higher variation.

One of the bad features of the test is the fact that it has had poor publicity. Many times people who are not familiar with the purpose of the test nor the technique of road building visited the project and saw the trucks pumping water at the joints and then wrote a complete article based on the fact that the trucks are ruining the roads.

The mere fact that the cost of putting this particular road back in good serviceable condition was less than \$10,000 shows the maintenance resulting from the test conditions was not excessive.

This project carried an accelerated vehicle test of many years and had this test been stretched over this same period and the slabs mud-jacked and maintained and expansion joints repaired at the time conditions warranted then the cost of maintenance would have been considerably less.

It is true our maintenance of roads has been increasing; but this has not been caused by heavy loads alone. The economy of the country has been tied into the 18,000-lb. axle load in most of the states and into the 22,400-lb. axle in the northeastern states. To make any reduction in these axle limitations would affect our national economy a great deal more than the increased cost in maintenance or the strength-

ening of that mileage of older or weaker road.

As the roads of high maintenance cost are strengthened or rebuilt our maintenance cost will be reduced thus saving more money for rebuilding a larger mileage of roads.

Our present roads are being constructed in a manner to carry the legal limit loads with reasonable maintenance. However, we have thousands of miles of roads that were built years ago that are partly worn out or "fatigued." These are the roads that give concern to our highway departments. It is these roads that create our economic problem.

The test has shown conclusively that a pavement laid on a granular subgrade material, well compacted and provision made for proper drainage and maintenance then the road will carry, with normal maintenance, the legal loads as they are now constituted in the several States.

Tobin Honored At Jubilee Dinner

(Continued from page 12)

court. He was working desperately to organize and strengthen the union in New England, and was traveling "house to house" to gain support. On Saturday night he would "come home and sleep with the horses" in the stables of a tyrannical employer. He recalled when teamsters of Boston could not afford a hot dog for lunch, and instead would have to seek a free lunch counter.

Showing no bitterness for his early struggles, President Tobin was proud of the fact that he had fought the good fight. He urged the gathering to "play it square."

"Play the game honest. It's the best way. Our folks left us a clean brain, free from dishonesty. I wouldn't sell it for all the money in the world. . . And I wouldn't give my job up for all the money on Wall Street."

He urged the assembly to never break a pledge, reminded that such a code is "a principle the labor movement gave us."

Turning to other things, he said, "I think the greatest danger facing our civilization is communism." He called for every Teamster to stand firm in the fight to keep Communists out of the American labor movement.

"I have great hope for America. . . . When we Americans disagree, we'll find some way to agree."

He warned his audience of impending legislation in Congress and told it that Teamsters must take an active part in public affairs during this critical campaign year.

Near the end of his talk he told listeners: "You have to suffer to be a worker in the labor movement. . ." No plan for labor unity has room for private ambitions, pride, or division, he emphasized.

Members of the AFL Executive Council participating in the tribute included Vice President James Pettillo, William McFetridge, D. W. Tracy, William C. Doherty, W. C. Birthright, Harry C. Bates and Matthew Woll. Messages of congratulations were received from other Council members, who were unable to be present.

Also in attendance were Teamster Vice Presidents D. J. Murphy, John J. Conlin, Edward Crumbock, Sidney L. Brennan, John T. O'Brien, Frank Brewster and William Lee.

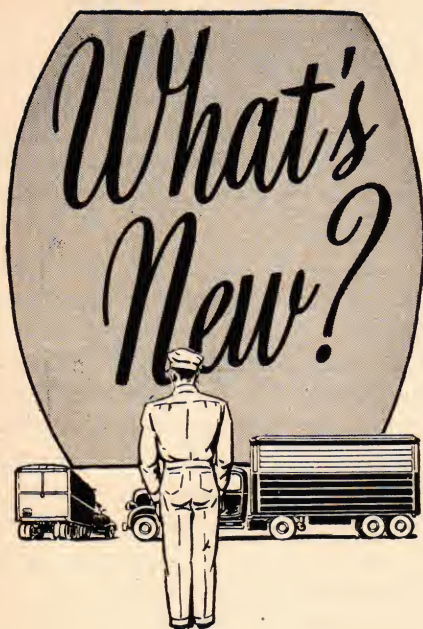
Don't Forget—



REGISTER

and

VOTE



Power Plant in Restricted Space

Having a hp rating of 3.6 at 3600 rpm, a new portable K90 engine is especially designed for use with equipment requiring ample power but in a restricted area. Special convenience is featured in this 44-lb. engine whose ignition system is operated from a crankshaft magneto and whose externally mounted breaker points contribute to speedy servicing. Due to the mounting equipment, the unit can be used as replacement equipment.

Hubodometer Without Outside Driving Parts

Both tamperproof and driveless is a newly-introduced hubodometer which operates on the hub without any outside driving parts. Regardless of the position of the wheel it is always in reading position and registers both backward and forward movement.

Double Precaution Against Jackknifing

A manufacturer has introduced a double safety device which is claimed to give double safety against jackknifing and dropping of a trailer due to failure of the coupling pin of the fifth wheel.

The new device, according to the maker, prevents semi-trailers from jackknifing beyond any angle selected by the driver, but still permits complete maneuverability.

The unit allows front wheels of the tractor to be turned without trouble when the trailer is turned to the selected jackknife stop. When required, full turning radius necessary for jockeying in and out of tight places can be attained by a simple adjustment.

Performs Hot and Cold Degreasing

Suitable for both hot and cold degreasing jobs is a new completely automatic cleaning machine on which the parts to be cleaned are placed in a part basket and loaded onto a platform by means of a hand operated winch. With a capacity of up to 300 lbs, an entire engine block can be hot washed in one operation. Both the motor and the agitating apparatus are enclosed in a leak protected but accessible section in the rear of the tank. The heating unit is of the gas immersion type.

Vapor Steam Cleaner Portable or Stationary

There are no adjustments to make or settings to watch in the new heavy duty vapor steam cleaner recently introduced by a New Jersey firm which goes into action at the snap of a switch. The cleaner is available in both portable and stationary models with a 120 gal. capacity and the entire system is protected from excessive pressures at three independent points. Spray gun attachments are available for such liquids as special compound paint strippers and for the cleaning and reverse flushing of radiators.

One Pint Emergency Fire Extinguisher

Not designed to replace the regular size, Underwriters approved fire extinguishers but rather to supplement them is a new emergency one pint fire extinguisher which shoots a stream of specially prepared carbon tetrachloride 20 ft. Effective at smothering small fire before they become too large, its fluid is a non-conductor and can be used on electric fires as well as those caused by oil or gasoline.

Ease of Operation of Electric Tire Changer

An electric tire changer from a Minnesota manufacturer features a built-on simultaneous double bead breaker and automatic adjustment of the bead breaker. The rim flange chuck is constructed to handle 14 to 17 in. drop and semi-drop center rims without extra attachments. The unit which can operate against a wall or in a corner mounts and dismounts safety tubes with a regular rotating arm. There is no necessity for the operator to walk around the machine but can remain in one spot through whole operation.

Two Models of Hydraulic Rams

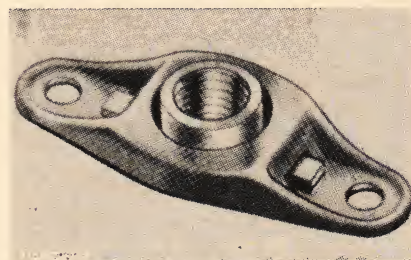
Twin model hydraulic rams are now being offered, the 30-ton similar to the

17½-ton but with almost twice the power. Working in any position, the heavier model features the center hole construction. Weighing only 23 lb., it is 6¾ in. tall and the ram travels 2½ in. The same size pump, operated by remote control, works both the larger and smaller model.

Magneto Booster For Self Starter

Said to provide a hot spark at the plugs at zero rpm for use where an electric self starter cannot crank fast enough to energize a magneto is a new self-contained vibrator type booster electrical unit. The booster is energized by a push-button switch when connected between a 6 or 12 v. battery and the magneto.

Floating Anchor Nut Facilitates Alignment



Permitting 1/16 in radial movement between the nut and the anchoring portion is a self-locking, floating anchor-type nut, consisting of the threaded nut portion and the retaining shell now available. By "float" we mean a lateral movement between nut and retaining shell. This facilitates alignment with the bolt in subsequent assembly and the unit is interchangeable with standard fixed nuts of comparable thread size. The nut can be used at temperatures as high as 550 deg. F. because of its cadmium-plated spring steel construction. Also available for use with this unit is a special silicone thread lubricant said to be so adherent that it can be considered "permanent."

Waterproof Liners Avoid Cargo Damage

Truck cargoes in transit are protected against damage by a new waterproof liner, the manufacturers claim. The liner is made of reinforced wrapping paper, produced with two sheets of kraft paper duplexed and creped, after lamination, by a water creping process.

The sheets of kraft are reinforced with rayon and cemented together with asphaltum.

According to the maker, the liner protects against cargo damage from highway splatter, water, oil or grease and trailer seepage.

It is also said to be a protective against fumes and odors. Sheets come in 164-foot rolls, 64 inches wide.

Relax WITH US

Brief Obit

A reporter for the truck line paper was instructed to use fewer words in his stories. On his next assignment he wrote, "John Smith struck match to see if any gas was in tank. There was. Age, 32."

★

Never Say Die

He (mournfully): "Then this is the end?"

She: "Absolutely. Shall I return your letters?"

He: "Please. I want to try them on another girl."

★

Hateful Hubby

The irate wife had just finished giving her husband a sharp lecture. "And don't you argue with me, either!" she snapped at the end of her tirade.

"Argue?" replied the poor man, "why, I never said a word!"

"No," retorted his wife, "but you were listening in a most unpleasant way."

★

A Wedding's Be-gun!

She: "Paw's the best shot in the country."

He: "What does that make me?"

She: "My husband."

★

Contagious

"I hear they're starting a new campaign against malaria."

"Dear me! What have the Malarians done now?"

★

Conceited Female

Traffic Cop: "Hey you, didn't you hear me whistle?"

Sweet Young Thing: "Yes, darling, but you're wasting your time. I'm already engaged."

★

Knows 'Em All!

"I don't like Bill. He knows too many naughty songs."

"Does he sing to you?"

"No, but he whistles them."

★

True Believer

"I can't marry him, mother; he's an atheist—doesn't believe there is a hell."

"Marry him, dear, and between us we'll convince him he's wrong."

Out to Lunch

Man: "There's a fellow who's going places."

Friend: "Ambitious?"

Man: "No, his wife is out of town."

★

Lonely Heart

The despondent old gentleman emerged from his club and climbed stiffly into his luxurious limousine.

"Where to, sir?" asked the chauffeur, respectfully.

"Drive off a cliff, James," replied the old gentleman. "I'm committing suicide."

★

Speckled Mamanalees

A gent was dangling a line in a river, with no bait on it. A passerby asked: "Why don't you use bait?"

"Never use bait, stranger, fishin' for mamanalees!"

"Mamanalees? What in thunder are they?"

"Dunno. Never caught any!"

★

Naval Engagement

The lovely thing yanked her lovely self out of the clutches of the sailor and flung eye daggers at him. "Who," she cried angrily, "said you could kiss me?"

"Everybody on my ship," replied the sailor.

★

Thrilling Feast

Missionary: "I suppose tonight's banquet will be quite a thrilling feast."

Cannibal King: "You have no idea how you will be stirred."—Scottie.

★

Looking Ahead

Convict: "How long you in for?"

New Cellmate: "Ninety-nine years. How long you in for?"

Convict: "Seventy-five."

Cellmate: "Then you take the bed near the door—you're getting out first."

★

Bargain

Waiter: "Do you want the dollar steak or the dollar and a quarter steak, sir?"

Sir: "What's the difference?"

Waiter: "You get a sharp knife with the dollar and a quarter steak."

Canadian Report On Immigration

(Continued from page 15)

—cease all immigration "in the quiet periods" and advise immigrants of the small opportunities for work in winter.

The statement reported from the Railway Transportation Brotherhoods, while short, was as much to the point as the more extended declarations. The Brotherhoods' brief contained a request that the Government restrict immigration except from Commonwealth countries and the United States, during periods of seasonable unemployment, and urged greater care in the selection and screening of prospective immigrants.

All the Canadian federations recognize the obligation of the nation to receive displaced persons, but at the same time in order to avoid increased unemployment and suffering, certain standards must be adopted, the statements indicate. Moreover, it is interesting to note that the declarations of policy follow very much along the lines laid down by Samuel Gompers and the American Federation of Labor many years ago—permit immigration, but see that it is properly controlled so as not to endanger employment of American workers. Canadian labor groups are adopting a similar policy and are expressing it in official declarations to the Government. What will be the ultimate action by the Government of Canada is a matter yet to be determined by the executive departments of the Government and by Parliament.

Rained Out

It was raining torrents as a motorist stepped into a small restaurant and sat down. As the waitress came for the order, he glanced out the window and remarked, "Gee, this certainly looks like the flood."

"The what?" asked the waitress.

"The big flood. Haven't you read about the flood and the ark landing on Mount Ararat?"

"Gee, mister," replied the waitress, "I ain't had time to look at a paper all week."

SHORT HAULS



Teamster's Son Awarded Silver Star Posthumously

A Silver Star has been awarded posthumously to the son of a Teamster from Local 958, Minneapolis, Minn. The award, third highest American military decoration, was presented recently to Mr. and Mrs. Wesley Davis in honor of the heroism of their son, Clark, who lost his life in Korea.

Clark was killed by mortar fire while returning to his lines after wiping out two machine gun nests. His platoon was under machine gun fire. Alone he left his foxhole and cleaned out the first nest. A second machine gun nest opened up, pinning down the platoon. Clark continued on and wiped out the second. As he was returning to his lines after these unusual acts of heroism he was killed when a mortar shell exploded near him. Clark was 19 years of age. Mr. and Mrs. Davis have two other sons in the armed services.

The award was presented to Mr. and Mrs. Davis at a meeting of Local 958, Taxicab Drivers Union, of which Mr. Davis is a member.

Pennsylvania to Start Pike's Eastern Section

Another link in the eastern turnpike system will get under way this summer when construction commences on the eastern section of the Pennsylvania Turnpike. Building will require two years, officials say.

The new section will link the Pennsylvania Turnpike with the recently built New Jersey Turnpike. Work will cover a section from the eastern terminus of the presently built Pennsylvania road near King-of-Prussia and will include construction of a two-mile bridge across the Delaware River.

When this link of the Pennsylvania Turnpike is finished, the toll highway will be 360 miles long from the eastern end to the western terminus near Petersburg, Ohio. When the Pennsylvania Turnpike is completed, it will be possible to travel from New York to the Ohio state line non-stop without interference of grade crossings, cross-road traffic or stop lights.

AFL Officials Advisers To U. S. Delegate at ILO

Three American Federation of Labor union officials were advisers to George P. Delaney, labor representative of the United States delegation at the annual meeting of the International Labor Organization which met last month. Delaney is a member of the AFL.

The advisers included Joseph D. Keenan, secretary-treasurer of the Building & Construction Trades Department, AFL; George Richardson, secretary-treasurer, International Association of Fire Fighters, and J. C. Turner, formerly of the Washington ILO office, and serving as alternate to AFL Secretary-Treasurer George Meany who was unable to attend the meeting.

The annual conference was held in Geneva, Switzerland.

Library Prepares List on Russian Transportation

American transportation experts as well as military personnel have more than a passing interest in Soviet transportation. To help answer some of the questions, the Library of Congress has published a comprehensive bibliography of 5,000 Russian books and articles in periodicals relating to transportation and communications.

The titles in Russian, whether of books or articles, are transliterated and are followed by English translations. The project is one of a series by the Library of Congress in the interest of important economic developments in various countries.

Education Conference Held at Illinois U.

A Teamster local union official and the director of the AFL Workers' Education Bureau were principal speakers at a special University of Illinois labor education conference held last month.

The Teamster is Harold C. Gibbons, secretary-treasurer of Local 688, St. Louis, who spoke on the accomplishments of a local union in using educational programs. John D. Connors, director of the Workers' Education Bureau, spoke on "Education in the Labor Movement."

The three-day conference was sponsored by the Institute of Labor & Industrial Relations of the University of Illinois, Champaign-Urbana, Ill.

Road Heads Study Weight Rules, Tax Contributions

Pennsylvania officials are undertaking a study of weight regulations and tax contributions by heavy industry as a result of a request of Governor John S. Fine.

The study is being made by the State Joint Government Commission, an interim legislative agency, headed by Representative Baker Royer. The governor in his letter indicated the general lines of investigation as:

—axle and gross weight which the roads can sustain without accelerated deterioration;

—tax contributions of the heavy trucking industry and their relationship to maintenance and replacement costs of highways;

—recommendations on axle and gross weights of commercial vehicles as set forth by the American Association of Highway Officials;

—Classification of highway facilities with different weight limitations set forth for each class.

No indication has been given as to when the study might be completed.

Massachusetts to Have 130-Mile Superhighway

Governor Paul A. Dever of Massachusetts recently signed a bill passed by the state legislature authorizing a 130-mile cross-state toll superhighway from Boston to the New York state line.

Under this measure a three-member authority would be created and empowered to issue revenue bonds to finance the estimated \$150,000,000 to \$200,000,000 cost of the proposed project.

Plans for the Massachusetts project call for construction of an eight-lane divided highway, running from Readville, southwest of Boston to and south of the Worcester Turnpike, connecting with Route 15 at Sturbridge. The road would go on past West Stockbridge and would connect with the New York Thruway.

Soviet Tractors Rate High In Engineers' Tests

Too many people often underestimate the abilities of other nations, particularly if those nations happen to be enemy or unfriendly nations. This failure to appraise the strength and ability of the opposition often leads to unpleasant consequences, particularly in a period of conflict.

Recently a leading American tractor company was asked by the Armed Forces to check and test two captured Soviet-built tractors. These tractors were captured in Korea and

then shipped to Peoria, Ill., where research engineers studied the machines to a minute degree.

The general findings by the engineers were that the Soviets had scored high in their tractor building. The machines had been redesigned from our method of measurement to the metric system, a rather pronounced engineering feat in itself. While the tractors had rough outer appearance and finish, the parts which had to be precision for effective operation were well machined and tolerances were close.

Engineers at Peoria concluded that the job done by Soviet engineers and craftsmen were about what Americans would do. This conclusion may shock some who believe that the Russians are incapable of good engineering. The failure to estimate the ability of the enemy thus takes one more licking as the result of a battlefield capture.

Two Million Workers in Construction Activity

The American construction industry, now in peak operation for the year, requires an average of two million workers a month for putting new building in place, reports the Department of Labor.

About two-thirds of this number of the two million full-time workers are skilled craftsmen. Nearly one-third are helpers and laborers and the remainder are nonmanual workers such as superintendents, clerks and watchmen. This two million figure may be exceeded now that Regulation "X" has been somewhat relaxed.

Truck Drivers Target for Western Disc Jockey

Truck drivers are proving a lucrative radio audience for an after-midnight program, according to a report in a current broadcasting publication.

Two radio producers at Station KRUX, Phoenix, Ariz., have de-

veloped a program called the "Gear Jammers Jamboree." This is a disc jockey type of program with truck drivers as the primary target. When the program first started several weeks ago, the station operator was skeptical at an attempt to appeal to what he thought was a limited audience. But the results began to become apparent. The program reportedly has clicked and truck drivers have been found to be a receptive and interested audience.

Special messages for truck drivers are put on the air from friends and families of drivers by the disc jockey and the usual music and chatter is given to help truck drivers pass the time as they are rolling over the western roads with their cargo. The program is also said to be doing a good job selling the public on what truck drivers are doing to get their goods and produce through on schedule.

Maryland Opening New Sections of Dual Roads

An additional 48 miles of dual lane highways will be opened in the state of Maryland this year, according to the Maryland State Roads Commission.

The new sections include:

—relocation of U. S. Route 111 of the Baltimore-Harrisburg expressway;

—relocation of U. S. Route 1 on the Baltimore-Washington expressway;

—relocation of U. S. Route 50 of the Annapolis-Washington expressway;

—relocation of U. S. Route 240 on the Washington National Pike;

—relocation of U. S. Route 40 between Baltimore and Frederick;

—relocation of U. S. Route 50 from the eastern terminus of the Chesapeake Bay Bridge to Queens-town;

—expansion of the single-lane section of U. S. Route 301 from the intersection of State Route 5 at T. B. into a dual lane highway for 3.3 miles.

FIFTY YEARS AGO IN OUR MAGAZINE

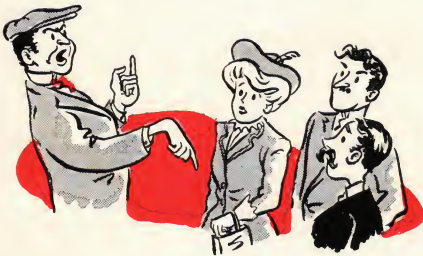
(From *Teamsters' Magazine*, July, 1902)

MEMBERS ENTHUSIASTIC

Keokuk, Iowa—We are doing very nicely for new beginners. Some little trouble has arisen but I think with a little patience all will be well. We are in the movement because we believe in it and we are determined to make a success. We are hovering around the half hundred mark now and expect to pass it within a short time. All members are very enthusiastic and no stone will be left unturned to perfect our organization at the very earliest moment.

IN FRONT RANKS

Pontiac, Mich.—As considerable time has elapsed since my last report to the "Journal," I might say that we are endeavoring to keep ourselves in the front ranks of organized labor. Some of our members have fallen behind with their dues and sad to relate, a series of events, trivial in themselves, has found lodging among some of our members through a narrow minded party's disposition to either run our business or



disrupt our union. We are still being harassed by those ever condemned street corner sessions, where the doings of our meetings may possibly be learned. Our business agent has resigned and taken an honorable withdrawal card; we have not elected anyone in his stead as yet, but undoubtedly will within the very near future. A few of our brothers appear to have lost sight of the obligation and principles of unionism assumed when becoming members of the T. D. I. U., and their fancied grievances have had a tendency to retard the progress of our union, yet after all the trend of thought among the wage-earners of this city is along the line of unionism. It seems evident from the support our local is receiving from the several organized bodies here that it will be but a short time until all drivers are enrolled!

WHO CAN TELL?

Who can tell—Why labor laws are always declared unconstitutional?

Why all workmen cannot see the benefits of organizing?

Why union men so often fail to demand union made goods?

Why so many members think unionism consists only of paying dues?

Why some members never attend meetings except when out of a job?

Why some members always have important business on meeting nights?

Why some unionists never pay their dues until threatened with expulsion?

Why some members yell on the street corners but whisper in the lodge rooms?

Why we so often forget our own faults, but never fail to detect our neighbors'?

Why we expect our union to be powerful when we refuse to furnish the ammunition?

Why some men are such good unionists in their lodge room and then forget so easily when on the outside?


THE SCAB WELL NAMED

Any worker who sides against his fellows and helps break up a strike is indeed a "scab" on humanity. The fat man with full stomach, hard heart and selfish blood, has a haughty way of settling questions that he does not understand. Most sickening of platitudes, most non-sensical of nonsense concerning man's relations to man is the customary talk about the "scab" workman. A number of men combine to better their condition. The law will not help them—it considers only supply and demand and the rights of property. Public opinion helps them a little, but not much. They must strike, and their only hope is in their own courage and the loyalty and decency of other working men. They are making a sacrifice for their wives and children. They are fighting one of the fights that gradually bring up the scale of living to a grade of decency. And each time their enemy appears in the form of other workers. Every time that the men, hard pressed, strive to better themselves, there are found vile and selfish and heartless creatures to take the places of the men on strike. And what does smudge prosperity say to this? What is the attitude toward the "scab" of those who should be at least sympathetic? They talk balderdash about the "right of the laborer to work where he will." They shriek and howl this tune: "The sacred right to earn a living must not be interfered with. Whatever else happens, remember that any man may sell his labor to whom, and where he pleases, to do what work he pleases." Sickening hypocrisy, heartless hypocrisy! When this nation is fighting another

nation do we allow any of our men to sell "his work" to that other nation? Suppose an American in the Philippines were starving, and sold his muscles and fighting ability to our enemy. What would happen? Would the prosperous say that he must be permitted to sell his labor, and do as he chooses with himself? Not at all. He would be despised by every human being, even by those who hired him. And if caught, he would be hanged, as he deserved to be hanged, with the shortest of trials and all possible disgrace. The "scab" workman is simply a traitor in the army of human labor. He exists as one of the necessary adjustments in social disputes. Without



him the power of the union would be supreme, and no union or union man, no man on earth is fit for supreme power. The "scab" is a check upon the avarice of labor—which is often as avaricious and as obstinate as capital. Let us not shed sorrowful tears over the plight of a hyena eating a corpse. The men who plead for the "scab," always hypocritically and always despising him in their hearts, are those who use him, the employers fighting their men. These employers are not to be blamed. Fight is fight, and every army takes advantage of deserters from the other side. But the employers should cease to defend the "scab." They do not tolerate "scabs" among themselves. Let some capitalist try to make profit out of the present dilemma of the coal mine owners, and see what will happen to him. He will be boycotted by banks and railroads, shut out of the clubs, snubbed in public, jeered at in private—his life will be made a burden. If the prosperous man with everything that he needs—even in strike times—hates the "scab" in his class, let him not wonder that the laboring "scab" is despised. He seeks to make profit of his brothers' suffering. He works knowing that he is keeping women and children hungry. For immediate gain he opposes the permanent welfare of the whole class to which he belongs. He is unspeakably vile and repulsive, and his well-chosen name of "scab" describes him.—"New York Journal."

An aerial photograph of a city, likely Los Angeles, showing a dense urban landscape. A large, open-R-shaped building, the Statler Center, is under construction in the lower right quadrant. The building has a distinctive shape with a central section that is missing, creating an 'R' or 'C' shape. It is surrounded by other buildings and parking lots. A highway, the Hollywood Freeway, is visible at the top of the image. A red rectangular box is overlaid on the right side of the image, containing text.

Headquarters for the sixteenth convention will be the fabulous "open-R-shaped" Statler below, now in final stages of completion. The new Statler Center will be located on a free-way spur now being built to connect with the Hollywood Freeway, seen at top of photo.